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The Newspaper of the Royal Navy and the Royal Naval Association

No. 178, 15th YEAR, APRIL, 1969

Published first Thursday of the month

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She's a flyer!

One lovely
 dish after
 another

EAGLE HITS THE REVS. ON TRIALS



The remarkable feat of attaining the highest speed she has reached for at least ten years was achieved by the aircraft carrier H.M.S. Eagle while on sea trials in the Channel.

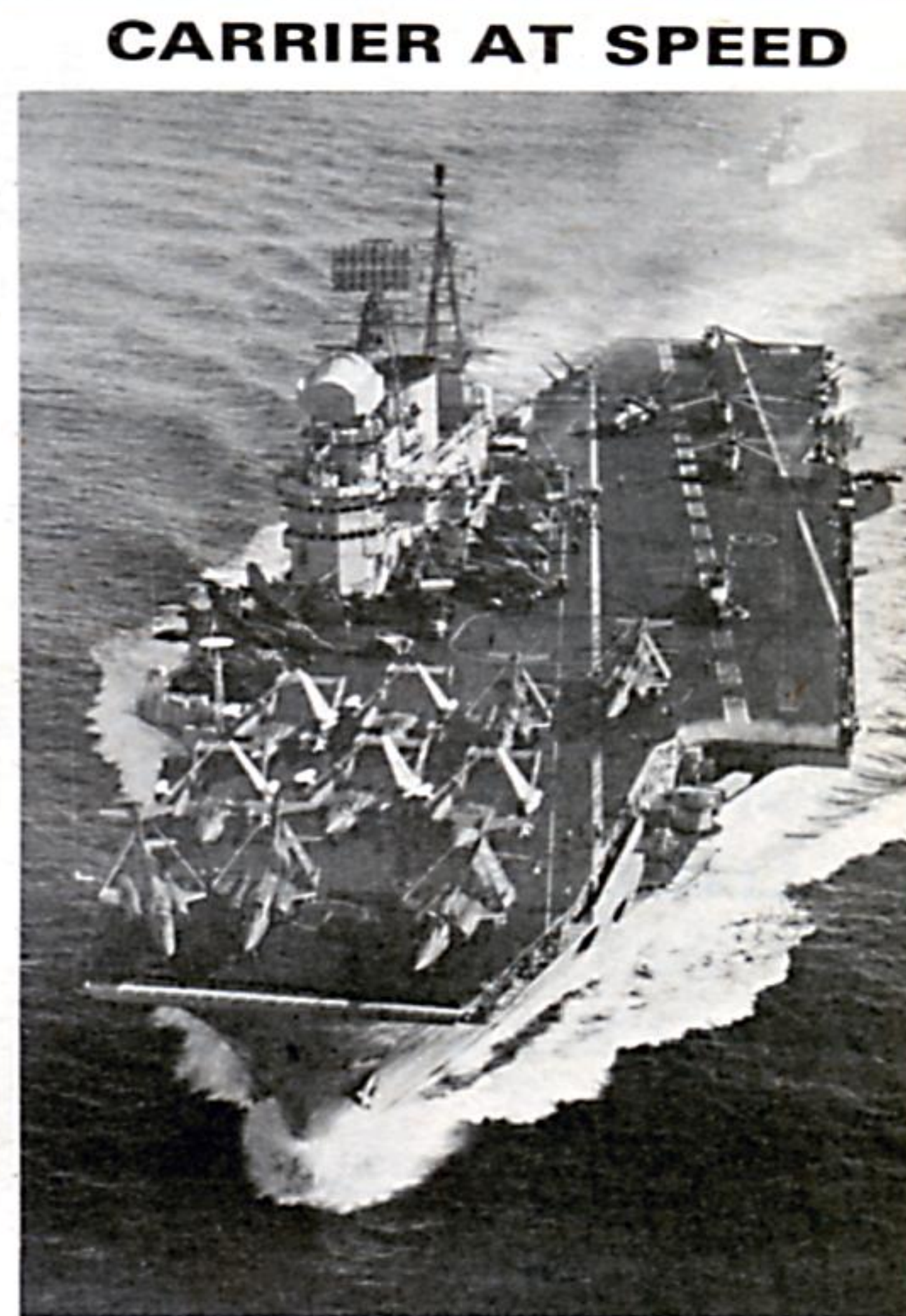
Now 17 years old, the Eagle arrived at Devonport last October for a five-month "servicing" after steaming 116,450 miles on a commission which had included Australia, Singapore, Cape-town, Aden, and the icy wastes of the North Norwegian sea.

Maintenance included a thorough check of all the complex electronic and mechanical equipment in the carrier, including the eight boilers and four sets of turbines.

The work was shared between the mechanical engineering department of Devonport Dockyard and the ship's artificers, mechanics, and mechanics.

At the end of the work, the Eagle was taken to sea for a series of trials, including a full power test. It was then that a higher number of shaft revolutions per minute, and therefore of speed through the water, was achieved than for over ten years — a tribute to the skill and workmanship of all concerned.

H.M.S. Eagle has now completed the sea trials and will soon embark her 40 Fleet Air Arm fighters, bombers, and helicopters before rejoining the Western Fleet as the centrepiece of the Royal Navy's contribution to NATO.



CARRIER AT SPEED

Anguilla delight— not for R.N.

The "coke and curls" invasion of Anguilla has not been such a lovely war for men of the Royal Navy frigates Minerva and Rothesay.

While English bobbies and paratroopers have been pictured on the telly, bathing from sundrenched sandy beaches alongside statuesque dusky maidens, the sailors have kept very much to the sea.

When Royal Marines and troops were put ashore in rubber boats at dawn, there was also a seamen's landing party from the Minerva, but this was of short duration.

Both ships had a spell away

for refuelling and exercises, and now with the departure of the Rothesay, only the Minerva will be in the vicinity.

There has been special praise for the work of the two Wasp helicopters — one from each frigate.

Although not designed for the task, the choppers landed troops in the dim light of dawn at vital cross-roads, dropped leaflets, carried field commanders, and conveyed stores by the ton. This went on hour after hour.

However, the Navy was able to play a part in winning friendships by throwing a party aboard H.M.S. Minerva for 80 Anguillan children.

During the initial operations off Anguilla, H.M.S. Rhyl was also in the area.

Special report, page 12

Joint exercises

A joint royal Navy, Army, and Royal Air Force exercise, Trident Star, took place on Lantau Island in the Far East, to test amphibious landings.

RED FLEET MYSTERY

The largest Russian fleet seen off Europe in recent years is being shadowed by British ships and aircraft, the information being sent on to NATO headquarters in Brussels.

The fleet consists of one 15,000-ton cruiser, two guided-missile destroyers each about 6,000 tons, three 2,800-ton conventional destroyers, eight conventional submarines, supply ships and tankers — about 20 vessels in all.

The destination is unknown, but it may be to reinforce Russia's Far East Fleet.

Nobody can deny that Royal Navy cooks deserve the sweets of victory, and they have been taking on all comers to prove their skill. This is PO Ck. Stanley Richards, MHQ, Rosyth, with Miss Scottish Hospitality (Veronica Cassidy) at the Salon Culinaire, Glasgow. Stanley was one of four Navy firsts in the competitions, and there were also four seconds.

Other Navy cooking successes are featured on page 20.

FEARLESS GOT A HURRIED CALL

The 500 men aboard the 11,000-ton assault ship Fearless, at Lagos for the visit of the Prime Minister to Nigeria, are unlikely to see much of life ashore.

The Nigerian authorities requested that the ship's company should be on board by 7 p.m. during the harbour visit, and no shore duties were planned.

H.M.S. Fearless cut short a refit at Malta and went on to Laos via a call at Gibraltar.

She will be used as an accommodation ship for members of Mr. Wilson's party, and as a communications centre. A cabin is available for the Prime Minister, but the commanding officer, Capt. M. W. B. Ker said he was expecting to provide

only minor conference facilities.

PRESTIGE SHIP

The Fearless was in the Mediterranean as part of the promised bolstering of NATO maritime strength. Her embarked force includes Royal Marine commandos, armoured cars, artillery and helicopters.

Although the assault ship is so useful for conference needs, the visit to Lagos is a happy "prestige" choice, following so closely upon the Soviet Navy visit.



BULWARK'S BEAUTY

Miss Bulwark (Janette Meekins) visited the ship to present a plaque given by the Southern County Sports of South-sea as a trophy for inter-party indoor games competitions.

Afterwards Janette visited the main switch-board in the Bulwark, and is seen listening to the tape-recorded programmed instructions which are now being introduced into the ship.

'Off the peg'

An order has been placed for the first ship of a new class of frigate — the Type 21. Of about 2,500 tons, she will be armed with a 4.5 inch gun, fitted with the Seacat guided missile, and capable of very high speed.

The purchase of the frigate, designed as a collaborative venture by Yarrows Ltd. and Vosper Ltd., could be described as an "off the peg" buy.

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MORAL OF THIS TALE

If you are good enough, the sky's the limit for advancement in today's Navy. There are plenty of modest men who wrongly doubt their ability and who in consequence leave qualification too late.

At the time of going on to a roster you may well be too inexperienced to be sure of coping with greater responsibilities.

Why not acquire the experience while waiting in the queue?

The important thing is to establish your place by passing at the first opportunity. Lucky are the sailors who serve with the officers and senior ratings who persuade them to qualify early.

Services tribute

At the end of his opening speech in the defence debate in the Commons in March, Mr. Denis Healey, Secretary of State for Defence, spoke in high praise of the men and women of the Services.

"Their morale is high as the re-engagement figures show," he said. "Their equipment is the most modern in Europe and they know how to use it."

"They have standards of professional skill second to none in our society. Their dedication to their job is unparalleled among our people."

Mr. Healey said that at the end of the long and painful process of revising our whole position in the world we had and would maintain a Navy, Army and Air Force which, both in professional skill and modern equipment, possessed capability certainly unsurpassed, and probably unparalleled, among our European allies.

TROPHY FOR 814 SQUADRON

The Fleet Air Arm's premier flying award, the Boyd Trophy, has been awarded to No. 814 Squadron, equipped with Wessex Mk. 3 helicopters, embarked in H.M.S. Hermes.

The trophy goes to the squadron for bringing the Wessex Mk. 3, the latest naval all-weather anti-submarine helicopter to a "high state of operational effectiveness at sea."

The Wessex Mk. 3 is equipped with radar, long range submarine detecting sonar and a sophisticated automatic flight control system, and the squadron has had to prove a new weapon system.

Apart from his main job, which is keeping the Fleet manned, Drafty runs the advancement rosters. In the Navy nearly all advancement is in vacancies.

The advancement records of all G.S. and S.M. ratings are kept at Haslemere, of F.A.A. ratings at Lee, and of W.R.N.S. ratings at Burghfield, but the principles in this article apply to them all. R.M.s, however, are promoted under a different system.

To join the queue you have to qualify. In some rosters the only qualification is length of service; in others you have to pass an examination in addition.

There are other qualifications for advancement, but they can be acquired or lost after you have joined the queue, and your divisional officer can tell you what they are.

There are four kinds of roster. If vacancies occur as fast as or faster than candidates appear, we say the roster is "Dry."

If there is a small queue of qualified men, but not more than needed to fill the vacancies we can see over the next nine months the roster is called "Intermediate."

If there are more than nine months' worth of candidates the roster is "Normal."

When few or no vacancies can be foreseen a roster is classified as "Trickle." This means that a few men can be advanced, even if there are no vacancies to fill,

so as to avoid complete stagnation.

A D.C.I. appears twice a year and it says which of the four names is appropriate to each of the advancement rosters. Of course a roster can change its nature between one half-year and the next.

However a roster is classified, the principles that govern its formation and adjustment are the same. The rules provide that each newcomer takes his place according to his Basic Roster Date.

This may be the date of passing or it may be seniority, or it may be some combination of the two: the rules vary from branch to branch, a fact which is administratively inconvenient but not



a bit unfair because there is no competition between men of different branches.

Once you have joined a ros-

List of Ships for which C.N.D. will be issuing Draft Orders during May, 1969

SHIP
AURORA (G.S.C.)
JAGUAR (G.S.C.)
BULWARK (H.S.S./F.S.)

TO JOIN NOV., 1969
SECOND PARTY
FIRST PARTY
MAIN PARTY

DRAFTY'S CORNER



score, and you have to be pretty good to earn as many merit as basic points in a half-year.

If your roster is dry or intermediate, advancements are made in Basic Roster Date order, so no attention is paid to Merit Points and so you can skip this paragraph.

If the roster is normal or trickle the order of the cards in it is re-arranged four months after each award of Merit Points.

Why wait four months? It takes roughly this time for all reports to come in from the ends of the earth and for differences to be cleared up by letter or signal.

If we hurried this job someone would be sure to suffer, and we'd gain very little as the old, unamended, roster is a perfectly fair guide.

Check on sums

The one snag about the wait is that we send back the May and November reports with a note of each man's total points score, as it will stand after the next re-arrangement.

So it is bound to be higher than the scores we publish in Navy News which are those at the last re-arrangement. This causes some sharp-eyed readers to ask if we have got the sum right.

Sometimes a man will score merit points, yet be "not recommended." If he is more than ten months away from the top of the roster a non-recommendation makes no difference.

If he is within ten months it will prevent the issue of an authorization for advancement (B13A) and it will go on preventing it until the adjustment of the rosters which follows the award of merit points without a non-recommendation.

ter, your place on it, in comparison with your competitors, depends on the points you earn. These come in two kinds, Basic and Merit.

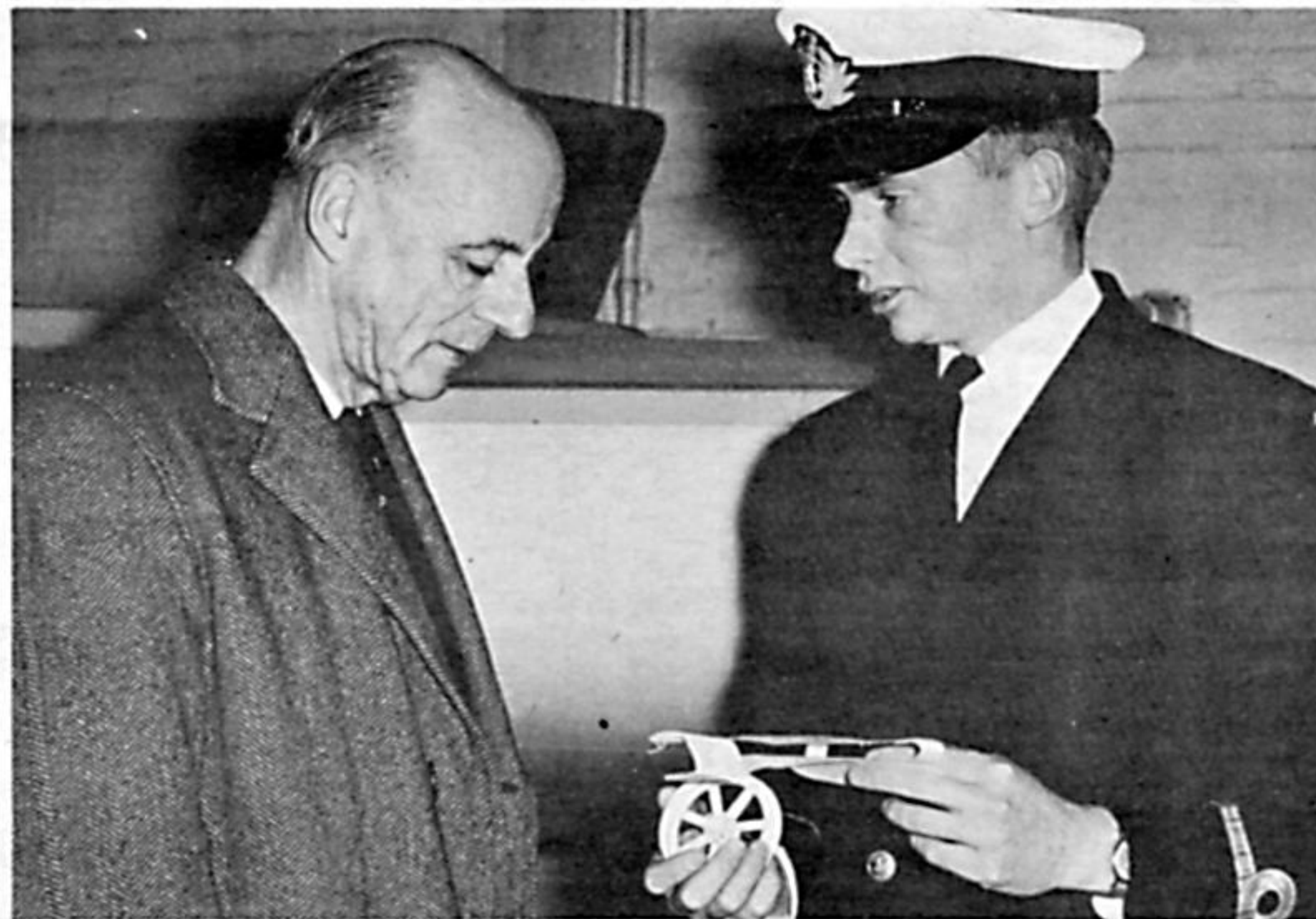
Basic points are awarded for time served after qualifying. On the face of it they look like rewards for advancing age, but in fact they also benefit the man who seizes the first chance of qualifying, for when an examination is required no-one earns any basic points until he qualifies.

The rate is 10 points per month.

On top of Basic Points there are Merit Points awarded every 31st May and 30th November.

The absolute maximum is 80 points in each half-year but no-one ever qualifies for so high a

SIR ALEC AND THE SQUIB



During a tour of the Royal Naval Engineering College, Manadon, Plymouth, round-the-world yachtsman Sir Alec Rose met a man who is building his own boat.

The craft — a Squib 19ft. keel boat — is being constructed by an Australian, Sub-Lieut. P. H. Gardner, of Brisbane (pictured above talking to Sir Alec).

The boat — a design which has been in existence for only about six months — will be used for cruising and local racing.

Sub-Lieut. Gardner has been at the college for about three and a half years.

Sir Alec also saw an autogiro being tested on the parade ground.

The previous evening he addressed a capacity audience of 380 in the Manadon lecture theatre and used slides and film to illustrate his talk.

While at Plymouth, Sir Alec was received aboard the aircraft carrier H.M.S. Eagle at Devonport Dockyard by the commanding officer (Capt. J. D. Treacher).

He also attended a literary luncheon at a local store.

OPEN-DAY

An open-day was held on board H.M.S. Bulwark at Portsmouth in March when Dockyard personnel and their families visited the ship so that families could see the work of husbands, fathers and friends over the five months that the Bulwark has been in refit.

Nearly 1,300 people visited the ship, and displays were arranged in the hangar.

New way to accept ships

Until now new ships have commissioned in shipbuilders' yards and the ship's company has often faced a long train journey north.

Few families have been able to attend the commissioning ceremony.

It has also meant that any delays in completion have led to frustration for the ship's company trying to settle in on board at the same time as the shipbuilder is trying to finish the ship.

In future the shipbuilder will deliver the ship at its base port and the White Ensign will be hoisted on arrival. About three-quarters of the ship's company will join the ship on arrival and she will commission for trials. After these, the rest of the company — mostly juniors — will join and the ship will commission for service.

IN BASE PORT

This allows the commissioning ceremony to be held in the base port and also saves juniors the experience of joining their first ship only to sit alongside in harbour for weeks.

The ship will return to its port of building for a visit after the company has had time to settle on board.

Explaining C.S.C.B.S.

Do you know what C.S.C.B.S. stands for?

Officers and ratings who have stood by a new ship under construction by a commercial shipbuilder undoubtedly do, but for most others they are probably initials which vaguely ring a bell.

C.S.C.B.S. is the short title of the Commodore Superintendent of Contract Built Ships, an organization which has been continually active since the beginning of the century and is older than most of the MOD(N) departments.

The Commodore Superintendent is responsible for naval matters concerned with ships under construction and decides on behalf of the Admiralty Board whether a new ship is in a fit state to be accepted from the shipbuilder for service in the Royal Navy.

He also acts as administrative authority for the personnel standing-by the ships.

INSPECTION

In addition, C.S.C.B.S. is responsible for carrying out inspection of naval equipment in new ships and ships undergoing major refit. In this context naval equipment involves all accommodation spaces, passages and flats, and all seamanship equipment.

To carry out this task he has three inspection teams. Each consists of a seaman lieutenant-commander and a shipwright lieutenant.

TRAVELLING

The teams do a considerable amount of travelling as they have to carry out inspections in ports ranging from Devonport to Rosyth, and Chatham to Belfast. One team clocked up 73,740 miles by British Rail in just over two years.

C.S.C.B.S. also undertakes the duties mentioned on behalf of Commonwealth and foreign navies building ships in this country. At the moment, these include Malaysian, Libyan and Iranian destroyers.

The C.S.C.B.S. office is at Newcastle-upon-Tyne — closer to the main shipbuilding yards than an office in the south would be. For those who know Newcastle, it is just above Bainbridge's in Grainger Street.

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JULIE FIGURES OUT HERMES HELICOPTER

This may not, perhaps, be the outfit usually associated with a helicopter, but who's going to object?

The glamorous girl is Julie Porter, a leading Western Australian model, who made her helicopter inspection during the recent visit to Fremantle by H.M.S. Hermes.

Lending a helping hand is P.O. Ray Fairburn, of Breage, Cornwall, who looks as if he's finding business a pleasure.

'KUNG KEI FAT CHOY' GREETING

Kung Kei Fat Choy (meaning A Happy and Prosperous New Year) — this was the message which was rigged in Chinese characters ten-foot high between the masts of H.M.S. Dainty to mark the Chinese Lunar New Year.

The Dainty arrived in Hongkong in time for the celebrations, which included the famous dragon dances and the burning of countless joss sticks.

H.M.S. Cleopatra and R.F.A. Stromness also arrived in time for the celebrations and the holiday provided a chance for an inter-ship sports contest between all H.M. ships in harbour, including the minesweeper Maxton.

Triumph won

Numbers told, and H.M.S. Triumph was overall winner, with the Dainty second and the "wooden spoon" going to the Cleopatra and Maxton.

The sports included soccer, deck hockey, the new traditional Peak run, and "uckers."

The Dainty's stay in Hongkong marked the half-way point of her Far East leg, and she left for Kota Kinabalu (formerly Jesselton) in Sabah to rendezvous with H.M.S. Intrepid, which was flying the flag of COMFEE. Also in company were the minesweepers Houghton and Sheraton.

There was considerable work preparing for a successful cocktail party, for which 100 guests were invited and COMFEE was host.

The Dainty also took part in a full sports programme — soccer (drew 2-2 and lost 1-4), rugby (lost 0-30), tennis, deck hockey, and squash.

Later, the Dainty went to Labuan for fuel, where time to bathe was allowed, before sailing for Bangkok.



CROESO '69 EVENTS

R.N. ships to visit Wales

Seventeen ships of the Royal Navy and Royal Naval Reserve will carry out visits to Welsh ports during the summer as part of the Croeso (Welcome) '69 celebrations.

In addition, it is planned that the guided-missile destroyer Glamorgan and the frigate Llandaff should escort the Royal Yacht Britannia in which the Prince of Wales will be accommodated for the Royal tour of Wales following his Caernarvon investiture on July 1.

Ships will make calls as follows at the request of the civic and other local authorities:

Abersogh: Narwhal, submarine, June 27-July 1; Shoulton, coastal minehunter, June 30-July 7.

Criccieth: Nurton, coastal minesweeper, July 1-5.

Portmadoc: Wolverton, coastal minesweeper, July 1-5.

Barmouth: Lewiston, coastal minesweeper, and Bildeston, coastal minehunter, July 1-5.

Caernarvon: St David, of the South Wales Division of the R.N.R., and Mersey, of the Mersey Division of the R.N.R., both coastal minesweepers, July 1 and 2.

PORTHCAWL: Upton, coastal minesweeper, July 1-5.

Swansea: Defender, destroyer; Onyx and Narwhal, both submarines, July 1-5.

Tenby: Tenby, frigate, July 1-6.

Cardiff: Tiptoe and Olympus, both submarines, July 4-9.

OTHER PLANS

Other planned visits by Royal Navy ships are:

Aberystwyth: Defender, destroyer, June 26-30.

Port Talbot: Onyx, submarine, and Llandaff, frigate, June 26-29.

Barry: Tenby, frigate, June 28-July 1.

Newport Mon.: Lewiston, Upton and Wolverton, all coastal minesweepers, and Bildeston and Nurton, both coastal minehunters, July 6-12.

Burry Port: Highburton, coastal minesweeper, June 24-29.

Penarth: Glasserton, coastal minesweeper, July 25-30.

At the request of the Lord Mayor of Cardiff, a Royal Navy ship will visit the city to close the Croeso celebrations in the capital of Wales.



"The name is 'Dauntless,' not 'Doubtless'... got it!"

All mod. cons. for the Drake Wrens

Wrens at H.M.S. Drake, Devonport, are now accommodated in the new all mod. cons. Raleigh block, which was opened by Lady Mills, wife of the Commander-in-Chief, Plymouth, Vice-Admiral Sir Charles Mills.

Lady Mills snipped a pale blue ribbon to open the new block, which replaces huddled accommo-

dation at St Budeaux.

Amenities at the new centrally-heated block include sick quarters, television rooms, and a hairdressing salon.

In charge of the girls is I/O D. E. Talma, and the "moving house" operations were organized by 2/0 J. M. Ozanne.

PARADE AND SERVICE

Before filing into their new home, the Wrens paraded at the main entrance to the block and took part in a brief service.

Musicians of the Royal

Marines resident band played, and among those present were Sir Charles Mills, Commodore F. W. Watson, and Chief Officer D. L. Orton (Senior W.R.N.S. Officer).

Commodore J. M. Henry welcomed the Wrens to their new home.

The Wrens have been accommodated at St Budeaux for about 20 years. During the Second World War it was a signal training centre — Russ Conway and Sir Michael Redgrave were among the trainees.

Advancements and Roster points See page 6

WHITBY'S REFIT

H.M.S. Whitby, the anti-submarine frigate, which has just completed a five-month refit, recommissioned at Portsmouth on March 21.

IN COMFORT

Lady Mills chats to Wrens after she had opened Raleigh block. This comfortable new block has many modern amenities.



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COMMISSIONING FORECAST

Getting 'all aboard' for new look Blake

H.M.S. Blake, helicopter cruiser and command ship, is to commission for a general service commission at Home and in the Far East on April 22.

A Tiger class cruiser, H.M.S. Blake was converted for her new role in Portsmouth. Eventually she will operate the large Sea King anti-submarine helicopters.

The first squadron of Sea Kings are to commission for H.M.S. Ark Royal early in 1970.

The latest commissioning forecast is as follows:

APRIL

892 SQUADRON, ARK ROYAL, April 1 at Yeovilton. General Service Commission. Phantom. U.K. Base Port. Devonport.

HARDY (A/S Frigate). April 11 at Gibraltar for trials. Home Sea Service.

GLAMORGAN (GM Destroyer). April 21 at Portsmouth. General Service Commission (Phased). Home / East of Suez (FE) U.K. Base Port. Devonport.

HERMIONE (GP Frigate). April 21 at Glasgow. Port Service. Reduced trials crew. U.K. Base Port. Portsmouth.

BLAKE (Cruiser). April 22 at Portsmouth. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port. Portsmouth.

GRENVILLE (A/S Frigate). April 24 at Portsmouth. Home Sea Service. (Trials vice Wakeful.) U.K. Base Port. Portsmouth. (C).

MAY

KELLINGTON (M/H). May 8 at Chatham

for trials. Port Service. Commissions June 5.

FIFE FLIGHT. May 12 at Portland. Wessex. General Service Commission. U.K. Base Port. Chatham.

BACCHANTE (GP Frigate). May 24 (tentative) at Portsmouth for trials. Port Service. U.K. Base Port. Portsmouth.

CHARYBDIS FLIGHT. May 26 at Portland. General Service Commission. Wasp. U.K. Base Port. Portsmouth.

HERMIONE FLIGHT. May 26 at Portland. General Service Commission. Wasp. U.K. Base Port. Portsmouth.

CHARYBDIS (GP Frigate). May 30 at Portsmouth for trials. Port Service. U.K. Base Port. Portsmouth. Commissions July 15.

TARTAR (GP Frigate). May 22 at Devonport. General Service Commission. Home / East of Suez (FE) / Home (Phased). U.K. Base Port. Devonport.

JUNE

KELLINGTON (M/H). June 5 (tentative) at Chatham. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port. Rosyth.

HARDY (A/S Frigate). June 6 at Gibraltar. Home Sea Service. Portland Squadron. U.K. Base Port. Chatham.

KENT (GM Destroyer). June 18 at Portsmouth. L.R.P. Port Service.

HYDRA FLIGHT. June 23 at Portland. Foreign Service Commission. Wasp. U.K. Base Port. Chatham.

JUPITER (GP Frigate). June 24 at Devonport. General Service Commission. Home / West Indies / Home. U.K. Base Port. Devonport.

HERMIONE (GP Frigate). June 27 at Portsmouth. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port. Portsmouth.

JULY

ASHANTI (GP Frigate). July 10 at Portsmouth for trials. Commissions October 7.

PUMA (AA Frigate). July 17 at Devonport. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port. Devonport.

SALISBURY (A/D Frigate). July 24 (tentative) at Devonport for trials. Port Service. U.K. Base Port. Devonport. Commissions October 23 (tentative).

VIDAL (Survey ship). July 31 at Chatham. General Service Commission. Persian Gulf and Indian Ocean. U.K. Base Port. Chatham (A).

ENDURANCE (Ice Patrol Ship). July 3 at Portsmouth. Fifty per cent. of ship's company. General Service Commission (Home / South Atlantic / South America). U.K. Base Port. Portsmouth.

CHARYBDIS (GP Frigate). July 15 at Portsmouth. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port. Portsmouth. (Captain's command with full staff.)

AUGUST

BACCHANTE (GP Frigate). August 5 at Portsmouth. General Service Commission. Home / West Indies. U.K. Base Port. Portsmouth.

ASHANTI FLIGHT. August 25 at Portland. Wasp. General Service Commission. U.K. Base Port. Portsmouth.

WISTON (CMS). August 30 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).

SEPTEMBER

RHYL (A/S Frigate). September 2 at Rosyth. Special refit DY control. Port Service.

NORFOLK (GM Destroyer). September 9 at Portsmouth for trials. Port Service. U.K. Base Port. Portsmouth. Commissions July 1970.

HYDRA (Survey Ship). September 9 at Chatham. Foreign Service Commission. Malacca Strait. U.K. Base Port. Chatham.

PUNCHSTON (CMS). September 10 at Bahrain. 9th M.C.M. Squadron. Foreign Service. Middle East (A).

DIDO (GP Frigate). September 18 at Chatham. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port. Chatham.

SCYLLA (GP Frigate). September 25 at Devonport for trials. Port Service. Commission January 8, 1970.

LONDONDERRY (A/S Frigate). September 25 at Rosyth for trials. Port Service. Commissions December 3.

LOWESTOFT FLIGHT. September 29 at Portland. Wasp. General Service Commission. U.K. Base Port. Chatham.

HECLA FLIGHT. September 29 at Portland. Wasp. General Service Commission. U.K. Base Port. Devonport.

OCTOBER

ASHANTI (GP Frigate). October 7 at Portsmouth. General Service Commission. Home / East of Suez (FE) / Home. (Captain's Command). U.K. Base Port. Portsmouth.

BEACHAMPTON (CMS). October 18 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).

YARNTON (CMS). October 18 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).

SALISBURY (A/D Frigate). October 23 (tentative) at Devonport. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port. Devonport.

NOVEMBER

BULWARK (Cdo. ship). November 5 at Devonport. Home Sea Service / Foreign Service from date of sailing for East of Suez (Far East). U.K. Base Port. Devonport. (C).

AURORA (GP Frigate). November 20 at Chatham. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port. Chatham. Captain's Command.

ACHILLES (GP Frigate). November 5 at Glasgow. Port Service. Reduced trials crew. U.K. Base Port. Devonport.

GURKHA FLIGHT. November 10 at Port-

land. General Service Commission. Wasp. U.K. Base Port. Rosyth.

NAIAD (GP Frigate). November 27 at Portsmouth. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port. Portsmouth.

ANTRIM FLIGHT. November at Portland. General Service Commission. Wessex. U.K. Base Port. Portsmouth.

ANTRIM (GM Destroyer). November 11 at Portsmouth for trials. Port Service. U.K. Base Port. Portsmouth. Commission April 15, 1970.

LONDONDERRY FLIGHT. November 10 at Portland. General Service Commission. Wasp. U.K. Base Port. Portsmouth.

DECEMBER

LONDONDERRY (A/S Frigate). December 3 at Rosyth. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port. Portsmouth.

SCYLLA FLIGHT. December at Portland. General Service Commission. Wasp. U.K. Base Port. Devonport.

JANUARY, 1970

849B SQUADRON, ARK ROYAL. Early 1970 at Brawdy. General Service Commission. U.K. Base Port. Devonport. Gannets.

SCYLLA (GP Frigate). January 8 at Devonport. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port. Devonport. Captain's Command with full staff.

JUNO (GP Frigate). January 8 at Chatham. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port. Chatham. Captain's Command with full staff.

HECLA (Survey ship). January 13 at Devonport. General Service Commission. North Atlantic / West Indies. U.K. Base Port. Devonport (A).

HAMPSHIRE (GM Destroyer). January 20 at Devonport. L.R.P. Port Service.

ZULU (GP Frigate). January 21 at Rosyth. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port. Rosyth (C).

HECATE (Survey ship). January 27 at Devonport. General Service Commission. Home / North Atlantic. U.K. Base Port. Devonport (A).

BRINTON (M/H). January 28 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron.

824 SQUADRON, ARK ROYAL. Early 1970 at Culdrose. General Service Commission. U.K. Base Port. Devonport. Sea Kings.

NORFOLK FLIGHT. Early 1970 at Portland. General Service Commission. Wessex. U.K. Base Port. Portsmouth.

ACHILLES FLIGHT. Early 1970 at Portland. General Service Commission. Wasp. U.K. Base Port. Chatham.

ARK ROYAL SAR FLIGHT. Early 1970 at Culdrose. General Service Commission. Whirlwind or Wessex. U.K. Base Port. Devonport.

ARGONAUT (GP Frigate). January 22 at Devonport. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port. Devonport.

FEBRUARY

JAGUAR (AA Frigate). February 5 at Chatham. General Service Commission (Phased). Home / West Indies. U.K. Base Port. Chatham.

LOWESTOFT (A/S Frigate). February at Chatham for trials. Port Service. Commissions April.

LLANDAFF (AD Frigate). February 12 at Devonport. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port. Devonport.

FAWN and FOX (Coastal Survey craft). February 12 at Devonport. General Service Commission. West Indies / Home. U.K. Base Port. Devonport.

DIOMEDE (GP Frigate). February 5 at Glasgow. Port Service. Reduced trials crew. U.K. Base Port. Devonport.

MARCH

DANAE (GP Frigate). March 5 at Devonport. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port. Devonport. (Captain's Command with full staff.)

ACHILLES (GP Frigate). March 12 at Devonport for trials. Port Service. Commissions June. U.K. Base Port. Devonport.

GAVINTON (M/H). March 18 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).

APRIL

TORQUAY (A/S Frigate). April 6 L.R.P. complement at Chatham (tentative). Port Service.

MOHAWK (GP Frigate). April 20 L.R.P. complement at Gibraltar. Port Service.

BRERETON (M/H). April at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).

ANTRIM (GM Destroyer). April 15 at

Diane joined Wrens and Dad gave his blessing



The instructors who took both Wren Heaver and her father through the same course were Sq. Ldr. R. Wiles, R.A.F., who also comes from Hull, and Ctr. Sgt. E. H. Dodwell (seen here), who comes from York.

Eighteen-year-old D. K. (Diane) Heaver proved that she had some salt in her veins when she applied to join the W.R.N.S. without telling her father, for he, CPO A. S. Heaver, is in the R.N. & R.M. Careers office at Hull, and she applied at the W.R.N.S. Careers office in Newcastle.

Although it was half-expected that Diane would join the Wrens, she made her application unknown to her parents as she did not want her father's connexion with the Careers Service to influence her application in any way.

CPO Heaver, however, had no objection.

"In fact," he said, "I was pleased because the Navy has been good to me."

At the end of her six weeks' basic training in H.M.S. Dauntless at Burghfield, near Reading, Diane was top of her class with 93 1/2 per cent. CPO and Mrs. Heaver watched the passing-out parade.

Wren Heaver, who has joined the Service as an Education Assistant, is at present undergoing a five-week course in the Naval Education Centre in the Royal Naval Barracks, Portsmouth.

This is not her first appearance in the barracks, for she was christened in the church there, the upturned bell of H.M.S. St George being used as a font.

During Diane's course at Portsmouth one week was spent in the Instructional Technique Centre, the course being exactly the same, and under the same instructors, as that taken by her father only five weeks previously.

Diane is one of the first of the new Wren Education Assistants. These Wrens, who must have a high educational standard before entry, act as assistants to Command and Senior Instructor Officers and Education Officers, on successful completion of the course, which includes five weeks in H.M.S. Pembroke obtaining the groundwork of a Wren Writer (G).

Portsmouth. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port. Portsmouth.

LOWESTOFT (A/S Frigate). April at Chatham. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port. Chatham.

GURKHA (GP Frigate). April at Rosyth for trials. Port Service. Commissions June.

MAY

LEANDER (GP Frigate). Early May. Dockyard control at Devonport. Port Service.

ARETHUSA (GP Frigate). May. Recommendation (Phased) at Portsmouth. General Service Commission. Home / East of Suez (FE) / Home. Captain's Command. U.K. Base Port. Portsmouth.

JUNE

CLEOPATRA (GP Frigate). June at Devonport. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port. Devonport.

ACHILLES (GP Frigate). June 9 at Devonport. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port. Devonport.

DIOMEDE (GP Frigate). June 3 at Devonport for trials. U.K. Base Port. Devonport. Commissions October.

FEARLESS (Assault Ship). June at Devonport. General Service Commission. Home / East of Suez. U.K. Base Port. Devonport (A).

ENDURANCE (Ice Patrol Ship). June at Portsmouth. Fifty per cent. of ship's company. General Service Commission. Home / South Atlantic / South. U.K. Base Port. Portsmouth.

BULLDOG and BEAGLE (Coastal survey craft). Mid-1970 at Chatham. General Service Commission. Home / W. Africa / Med. U.K. Base Port. Chatham.

DIOMEDE FLIGHT. Mid-1970 at Portland. Wasp. General Service Commission. U.K. Base Port. Chatham.

GURKHA (GP Frigate). June at Rosyth. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port. Rosyth.

JULY

NORFOLK (GM Destroyer). July (tentative) at Portsmouth. General Service Commission. Home. U.K. Base Port. Portsmouth.

LYNX (A/A Frigate). July 16 at Devonport. General Service Commission. Home. (Phased — 2nd and 3rd phases combined). U.K. Base Port. Devonport.

AUGUST

BERWICK (A/S Frigate). August (Tentative date) at Chatham for trials. U.K. Base Port. Portsmouth. Tentative date for commissioning: October.

HYDRA (Survey ship). August at Singapore. Foreign Service. Malacca and Singapore Straits.

WISTON (CMS). August 30 at Bahrain. Foreign Service. Middle East. 9th MCM Squadron (A).

NOTES — It is emphasized that the dates and particulars given are forecasts only and may have to be changed — and perhaps at short notice.

The term "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

For ships which are to be phase-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between two and five months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

Ships in which locally entered Cooks and Stewards are to be borne in lieu of U.K. ratings are shown as follows: A — All Cooks and Stewards; B — All Cooks and Stewards other than I.P.O. Cook; C — Stewards and Cooks for Captain and Wardroom.

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PFR 22/4A

Submarine drafting

A new Submarine Drafting Preference Card has now been introduced. The purpose is to provide more information to the Drafting Authority in order to place the man to the best advantage of the Service and himself.

It is also a means of notifying the man that his Drafting Preference Card has been received and noted.

These cards are to be filled in annually and to start the system off, all submariners should fill one in as soon as possible.

The final manning date given is the date when the whole crew will be complete, drafts will start arriving four months previous to the final manning date. Drafting preference cards from any volunteers are required five-and-a-half months before dates given.

APRIL 1969

Artemis — Final manning date April 3 at

Portsmouth for service with the First Submarine Squadron.

JULY 1969

Walrus — Final manning date July 4 at Devonport for service with the First Submarine Squadron.

Oberon — Final manning date July 21 at Portsmouth for service with the Seventh Submarine Squadron.

SEPTEMBER 1969

Opportunity — Final manning date September 5 at Devonport.

OCTOBER 1969

Aeneas — Final manning date October 10 at Chatham for service with the Second Submarine Squadron.

DECEMBER 1969

Alliance — Final manning date December 5 at Chatham for service with the Second Submarine Squadron.



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Historic name for ice vessel

H.M.S. Endurance's first tour as ice patrol ship — now drawing to its end — was not her first visit to Antarctica for, as the Danish Anita Dan, she had breasted the pack ice on many occasions.

Named after the ship in which Sir Ernest Shackleton sailed on his historic expedition, the Endurance is of 2,641 gross tonnage, 300 feet in length (o.a.) and has a beam of 46 feet. The complement is 119.

While retaining many of the commercial features and equipment of the Anita Dan, the Endurance was converted in Belfast to provide increased accommodation, naval communications and equipment and the ability to operate two Whirlwind helicopters.

She was named by the Hon. Alexandra Shackleton, granddaughter of Sir Ernest, in June, 1968.

CROW'S NEST CONTROL

Like her predecessor, H.M.S. Protector, the Endurance undertakes hydrographic and oceanographic surveys for the Royal Navy, and supports the activities of the British Antarctic Survey Group.

Her hull is painted red for easy identification and she can be controlled from the crow's nest to give the farthest views of channels through the ice.

The Endurance, which arrives



back at Portsmouth on April 24, started her first tour on October 8, 1968, and lost no time getting into the thick of things.

When an Argentine aircraft crash-landed behind Stanley, one of her helicopters was soon on the scene. Later, when heading for South Georgia, she turned back to Grahamland when a British Antarctic Survey aircraft, with crew of six, was forced to land on the Larsen ice shelf. She battled her way through gales and ice until her helicopter could reach the aircraft.

GLORIOUS DAYS

January saw the start of a sur-

vey of 500 square miles from seaward into the Argentine Islands. The ship steamed 1,930 ship-sounding miles, encountering gales, snow and pack ice as well as some glorious days.

The Decca men at the seaward Hifix station had a cold time, their liquid soap freezing solid, and one of the generators stopped by cold alone, had to be thawed out in a tent.

A five-man expedition went ashore on an island to learn to ski. One day it was too hot and the snow too soft — so they sunbathed instead.

H.M.S. Endurance, below, has had an eventful first tour as ice patrol ship. Bottom left, a Whirlwind helicopter from the ship crosses mountain glaciers on the east side of the Grahamland peninsula on a rescue mission.

On January 31 Cape Horn was rounded.

COMPLETING MAP

The last Antarctic task was a triangulation of the area, and this is expected to complete the last gap in the accurate map of Grahamland.

By way of relaxation, a chaotic form of soccer, skiing and tobogganing has been enjoyed.

The penguins have paraded like professional models and two emperors staged a "boy meets girl" routine every time the cameras appeared.

Order real photos. of Navy ships

Photo postcards of H.M.S. Endurance or any other ship in this series, are obtainable from Navy News, Dept. P.C., R.N. Barracks, Portsmouth, price 1s. each (10s. per dozen, stamps, postal order or cheque).

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of postal order or cheque for 12s.



MET THE PRINCESS

Princess Margaret, visiting warships of the NATO Standing Naval Force Atlantic during their stay in the Thames, meets the chief staff officer of the squadron, Cdr. D. N. Main-guy, R.C.N.

H.M.S. Dido was the Royal Navy ship in the force.

The other three warships which the Princess went on board were the Netherlands flagship on the force, the frigate Van Nes, and the Norwegian frigates Narvik and Stavanger.

The force was visiting London for the first time.



A-sub's big refit plan

A major refit is planned at the end of the year in Chatham dockyard for H.M.S. Valiant, the first all-British nuclear submarine.

By then H.M.S. Dreadnought — the prototype of the nuclear fleet submarines, which has an American reactor — should be back in service after a refit at Rosyth.

The refit of the guided missile destroyer H.M.S. Hampshire has been switched from Portsmouth to Devonport Dockyard and this will help offset the loss of work expected there.

Carriers have provided the bulk of repair work for Devonport, which is now busy with a refit of the Ark Royal.

The overhaul of H.M.S. Hampshire had been scheduled for Portsmouth, which is the "lead" dockyard for refits and trials of the County class missile ships.

ALREADY IN HAND

Portsmouth is already working on the first major overhaul of H.M.S. Devonshire, lead ship of the class.

Another of the class, H.M.S. Kent, will be taken in hand for

refit at Portsmouth in the summer.

The Hampshire will be taken in hand at Devonport in January and it will be her first major refit.

At present the Hampshire, flagship of the Western Fleet, is leading a cruise to South America, where ships of the Royal Navy are paying courtesy calls to five countries.

Chatham and Devonport Dockyards are being developed as refitting and refuelling bases for nuclear boats as part of the streamlining of the Dockyards. It is also planned that Devonport becomes the "lead" yard for the Leander class frigates.

FUTURE OF VICTORIOUS

The aircraft carrier Victorious, in Portsmouth harbour awaiting disposal, has been moved from her mooring off Gosport to Portsmouth Dockyard for further de-equipping.

No further developments have been reported in the suggestion that German businessmen want her as a floating trade exhibition.

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Portland's future

AIR BASE TO BE EXPANDED

Four new accommodation blocks in H.M.S. Osprey, Portland, have been formally opened, and plans announced for the Navy's long-term future at Portland.

These involve further improvement of facilities, and expansion and modernization of the R.N. air station.

It has been decided that a work-up organization to train ships newly commissioned after building or refit, together with the appropriate supporting facilities, will continue to be required at Portland for the foreseeable future.

In addition, it was decided that the R.N. air station should undertake the operational training of all the new advanced ship-borne anti-submarine helicopters which



Bird's eye view of the naval base and air station at Portland. Work-up ships are berthed in the foreground, and beyond is the R.N. air station.

are coming into service in increasing numbers in the next few years, and the full support for the aircraft of ships' flights.

The task of the AUWE continues undiminished in importance and various new trials ships and facilities are planned to maintain and improve the establishment's capabilities.

The R.N. fuel depot will be modernized and improved. The Ministry of Public Building and Works have been invited to draw up detailed plans principally for the improvement and expansion of accommodation for naval personnel. In the meantime, new works are either going ahead or are contemplated to:

Provide a new and enlarged dining hall and kit-

chens for junior ratings serving ashore;

Modernize the workshops and offices for the support of H.M. ships at Portland, which are at present housed in old and temporary buildings.

Improve the steam and electrical services to H.M. ships alongside at Portland;

Enlarge the helicopter hardstanding area and provide new squadron offices, hangars, workshops, a fire station and an extensive airfield lighting system to enable the R.N.A.S. to meet its expanded task.

The formal opening of four junior rates' accommodation blocks at H.M.S. Osprey was carried out by the Commander-in-Chief, Portsmouth, Admiral Sir John Frewen, on March 12.

POINTS LEADERS

The following table shows the total points at the top of each advancement roster. The number in parenthesis indicates the number of men with the same number of points.

Merit points awarded on November 30, 1968, have been taken into account.

When a roster is shown as "Int" (Intermediate) it means that there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months.

Period of service	Monthly allotment on banker's order	Family cover in the service	Pension on civil retirement
22 years	£3 per month	£969	£195/12 p.a.

CPO	PO	LS
1522	322	Int
Ch Smkr	Ch Shpt	CERA/Ch Mech
1106	Dry	1544/513
CPO Wtr	PO Wtr	L Wtr
1649	501	289
CPO S.	PO SA	L SA
1805	563	426
CPO Ch (ex S)	PO Ch (ex S)	L Ch (ex S)
1816	1312	447
CPO Sid	PO Sid	L Sid
2276	612	Int
CPO Ch (ex O)	PO Ch (ex O)	L Ch (ex O)
2345	1150	415
MAA	MAA (ex Cox'n) RPO	
1351	1487	665
Ch MEI	PO MEI	L MEI
2287	348	Int
Ch OEA/Ch OE Mech		Ch CEA/Ch CE Mech
Dry		Dry
Ch EI	PO C EI/PO O EI	L CEM/LOEM
1818	Dry	Dry
Ch REA/Ch RE Mech		
Dry		
Ch REI	PO REI	L REM
1341	Dry	Dry
Ch Med Tech	CPO MA	PO MA
Int	713	610
L MA		
286		
CCY	CY	LRO(T)
1386	541	514

CRS	RS	LRO(G)
1735	899	883
CRS(W)	RS(W)	LRO(W)
Int	Dry	Dry
CAA(AE)	CAA(O)	CAM(AE)
Dry	Dry	Dry
CAM(O)	CEA(AIR)	CREA(AIR)
Dry	Dry	Dry
CHELMCH (AIR)	CHELMCH (AIR)	
Dry	Dry	
CAF(AE)	POAF(AE)	LAM(AE)
2555	329	168
CAF(O)	POAF(O)	LAM(O)
2493	493	594
CA(AH)	POA(AH)	LA(AH)
2295	998	353
CA(SE)	POA(SE)	LA(SE)
1221	357	INT
CA(PHOT)	POA(PHOT)	LA(PHOT)
1425	419	486
CA(MET)	POA(MET)	LA(MET)
1714	NIL	618
CHEL(AIR)	POEL(AIR)	LEM(AIR)
2291	207	Dry
CHREL(AIR)	POREL(AIR)	LREM(AIR)
2342	INT	Dry

Continued from column 6

P. Harrison, R. Mech. 3. H.M.S. Kent, being drafted to H.M.S. Hermes September 30. Will exchange for any other smaller G.S.C. ship.

Ware, R02 (W). 'B' Watch, Whitehall Wireless, London, being drafted to H.M.S. Hermes July 31, will exchange for any small G.S.C. ship at any time.

M. G. New, AB (GL2.), 33A, Mess. H.M.S. Drake, serving in H.M.S. Ark Royal undergoing long refit, etc. Will exchange with any GL2 anywhere.

E. Scott, AB (RP*), H.M.S. Andromeda, will exchange with rating in Scottish based ship, or establishment.

K. Brooks, C.P.O. Wtr. R.N. Air Station, Lossiemouth, will exchange for any billet in Portsmouth, London, Chatham, or Haslemere area.

Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

To CPO
Ranger, I. G. 882534; Bing, A. A. 832630; Smart, B. 871279; Campbell, I. W. 329863; Keeley, P. D. 889519; Edwards, R. H. 660705; Ellis, D. 865671; Pittway, W. J. 905794; Hockenhill, W. H. 864754; Walker, J. 890499; Wright, D. A. 889765; Sparks, H. J. 904686; Adlam, E. 856879; Cannings, R. A. 819951; Burt, P. J. 898305; Clarke, B. W. 885441.

To MAA
Shaw, D. J. 835594; Hull, R. J. 848874; Hutchings, D. L. 932640 (ex Coxswain).

To CPO Wtr
Terry, A. P. 912984; Lithgo, J. W. S. 904557; Mortimore, M. A. 919859; Wood, J. S. 887311; Hogan, S. 896200; Pilbrow, B. W. 901038.

To CPOA
Smith, N. P. 795596; Roberts, M. D. 868299.

To CPO Ch (Ex "S")
Pritchard, J. I. 896383; Clayton, E. 854455.

To CPO Sid
Whiffin, W. H. 886589; Rose, L. G. 909451.

To A/CERA
Green, E. L. 947352; Hayes, J. M. 956427; Tilbury, C. G. 943961; Seldon, D. S. 943949; Bateman, R. J. 943792.

To A/Ch Shpt
Allen, E. C. 891232.

To CHM(E)
Young, J. W. 153304; Atkins, J. C. 891380; Lewis, C. S. 904812.

To A/Ch CER Mech
Varah, B. D. 933305.

To Ch EI
Bennett, M. R. 927576; Radley, E. C. 880095; Holmes, P. F. 927943; Martin, R. 923967; Smith, R. H. 927585.

To A/CREA
Parkinson, H. V. 943736.

To Ch REI
Gray, W. 915056.

To CRS
Kerr, D. F. M. 712618; Belton-Perkin, J. 890290.

To CRS(W)
Edgell, P. J. 929562.

To CCY
Taylor, D. J. 661498; Hildreth, D. J. 930362; Bracey, C. R. 926321.

To CPOMA
Venables, A. J. B. 939292; Atkins, J. C. 909674.

To CAA(AE)
Trapnell, M. L. FX 902582; Jerram, D. J. F 969712.

To CAF(AE)
Green, G. F. FX 837777; Gordon, K. I. de B. FX 901779; Peberdy, K. FX 882355; Williams, C. R. FX 837455; Green, F. G.

R. FX 877020; Hagues, J. W. FX 772200; Harris, W. L. FX 848432; Pescagli, I. A. FX 882128; Blegg, B. FX 901758; Downing, G. A. FX 882240; Calcutt, R. E. FX 895190; Richards, D. L. C. FX 821292.

To Ch EI (Air)
Stoyles, K. FX 892929; Milliken, A. A. F. FX 864305; Deans, D. FX 878811; Dodson, J. M. FX 872966; Selbie, J. H. FX 864242; Sibley, R. E. FX 886571; Stevenson, R. W. FX 864401.

To Ch REI (Air)
Payne, R. H. FX 864241.

To Chief Wren
Leed, C. G. 115711 (Regulating); Hayman, M. A. 113930 (Welfare); Gorman, M. 107948 (Welfare); Williams, J. 112862 (Steward); Anderson, P. R. 116013 (Writer Pay).

Exchanges

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicant direct. Requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

J. D. Salisbury, PO Ch(S), H.M.S. Triumph, detailed H.M.S. Lochinvar on June 19, will exchange for any Portsmouth Command shore job, or any ship going to West Indies. Address after May 1: 26, Gale Moor Avenue, Fort Gomer, Alverstoke.

J. H. Fletcher, PO (RP1), H.M.S. Cambrian, being drafted to H.M.S. Caledonia on April 14 for "over six months" will exchange for similar draft in Portsmouth area.

J. Hannah, AB (UC3), H.M.S. Rothesay, will exchange for General Service Commission ship starting home leg.

M. J. Pugh, L.Wr., H.M.S. Antrim, c/o Upper Clyde Shipbuilders, Ltd., Govan Division, Glasgow, W.I. due to commission 1970, wishes exchange for sea-going billet except a carrier.

J. V. Roberts, LM(E) (EOW), Ship Maintenance Authority, H.M. Dockyard, Portsmouth, on draft to H.M.S. Mohawk, May 5 (G.S.C./West Indies/Refit), will exchange for Home Sea Service ship or shore base.

C. R. McLean, H.M.S. Tiger, Detailed H.M.S. Fearless, April 28, will exchange for billet in Plymouth or in Plymouth-based Home Sea Service Ship.

B. Woodrow, AB H.M.S. Hermes, undergoing refit in Portsmouth. Will exchange for draft to H.M.S. Eagle.

R. E. W. Clayton, LS (UC2), H.M.S. Mohawk, going to West Indies in June. Will exchange for U.K. shore base.

Continued in column 4

His savings are piling up—are yours?

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Letters to the Editor

N.Z. 'Send us a ship' plea

Museum seeks uniforms

I have been asked by the Association of Ex-Servicemen and Prisoners of War in Belgium if I can supply them with a complete officer's uniform of the First and Second World Wars for each of the three Services (any rank) for a museum of Remembrance which they are opening in Francorchamps.

So far I have secured 1939-45 service uniforms for the R.A.F. and Army, and would be grateful if any reader of Navy News would be willing to donate a discarded uniform on behalf of the Royal Navy.

The donor's name would be recorded on the exhibit. No doubt a 1914-18 uniform will be hard to come by, but I hope you will be able to assist a worthy cause at least as far as the Second World War is concerned.

J. E. Blishen
Public Relations Officer
Ministry of Defence,
Main Building,
Whitehall,
London, S.W.1.

It was interesting to read about the visit of H.M.S. Hermes to Sydney, but disappointing that this fine ship could not cross the Tasman Sea to visit Wellington, New Zealand.

Could I, through your columns, get at the "brass hats" of the Admiralty to persuade them that we in New Zealand would like a last look at a fleet flat-top — we haven't seen one here for 20 years. Also we in Wellington have not been granted a look at a guided-missile destroyer.

An article in the January Navy News claims that H.M. submarine Valiant and her sisters can "appear on the other side of the world." I say prove it — have one appear in Wellington harbour!

The Queen and Duke of Edinburgh are to visit New Zealand early next year to celebrate the bi-centenary of Captain Cook's visits to N.Z. and Australia. What about the Hermes or Eagle, a guided-missile destroyer and a nuclear submarine coming too?

Remember that Wellington is always considered by Jack to be a good run-ashore — hand he's very welcome.

Lawrie Philpott
(ex-H.M.S. Bermuda)
Wainuiomata,
New Zealand.

SURVIVORS' REUNION?

Having often read in Navy News of various reunions, I am wondering if there has been, or will ever be, one for H.M.S. Courageous or H.M.S. Prince of Wales, as I was a survivor of both ships.

C.E.S. Collier.
(A.B.).
Wimbledon, S.W.19.

The tiddleyDi

I must congratulate all concerned for the very fine February edition of Navy News. The reproduction of the photographs is excellent.

I write really to say what a coincidence to read of the Diana in Hongkong. I was in the old Diana (the tiddleyDi) when we paid off in Hongkong in November, 1917, on the old Tamar.

We were paid out in gold at one table and at another a

Chinese gave us 26s. in silver for each sovereign.

I wonder what happened to the old Diana?

George Tagg.

Hanley.

Stoke-on-Trent.

The cruiser Diana, built by Fairfield's of Glasgow and launched in 1895, was sold in 1920 for breaking up at Plymouth. — Editor.

Last Avengers

I must contradict P.O. Writer A. J. Ringer regarding the last Avenger aircraft in service (Navy News, January). As late as 1961 No. 831 Squadron — then based at R.N.A.S. Culdrose — had two Avengers in service, and they flew regularly.

One, however, came to grief when attempting a forced landing near Swansea and was a write-off. The other was retired gracefully and, to the best of my knowledge, is still stored at Culdrose, together with a Skyraider, Firefly, and Sea Fire.

H. Barr
(POEL(A)).
R.N.A.S.,
Lee-on-Solent.

'Aggie' memory

I was very interested to read (February issue) the letter from John E. Gordon.

On that occasion I too was aboard the "Aggie" and still have in my possession a composite photo of the ship, with the pictures of the three men killed, namely PO Worthington, LS Small, and OS Mason.

It was a good thing for all concerned that the shells (some of 14in. calibre) were not modern high-explosive, or the casualty list would have been much higher.

Horace S. Johnson.
Stubbington, Hants.

SCAPA MEMORIES OF TRAGIC SHIP

As one who has subscribed to Navy News for many years, I was delighted with the introduction of the web-offset process of printing. Now your pictures are much better than those in the national Press.

The reference to the Vanguard disaster in your review of the book "Scapa Flow" brought back memories, because I was there.

During 1917 most of the large ships stationed at Scapa were manned by crews from Devonport and Portsmouth, but crews on board H.M.S. Royal Oak and Vanguard were from Chatham and these two were "chummy" ships.

The disaster to the Vanguard was tragic. At this time of the year the concert party of the Royal Oak were staging a revue called Dreamland, and the girls (young sailors) were sumptuous! I took part as a female in the performance, which was held on the stage of a converted collier, s.s. Gourko.

REGATTA

On the day of the Vanguard disaster the crews of her ship's company and those of the Royal Oak were competing in a rowing regatta. The crew of the Royal Oak had planned to entertain the ship's company of the Vanguard on board the concert ship. On this night, however, officers and midshipmen were being entertained from various ships in the fleet.

It must have been well past 10 p.m. when the show came to an end, but there were such voracious

"encore" cries that there was almost a repeat of the second half.

Picket boats were alongside the Royal Oak to take our visitors back to their ships, but they had to wait while the singing and dancing went on.

At last the curtain finally came down, and it must have been exactly 11 p.m. when there was a terrific explosion. The theatre ship shuddered — it seemed like the trembling of an earthquake. With make-up on, I rushed on deck, and in the sky was a ghastly glare.

AWFUL TRUTH

Once back on board the Royal Oak we learned the awful truth. Some officers and midshipmen

1918 recalled by ex-signalman

I was interested to read in Navy News (November 1968) a reference to the surrender of the German Fleet in 1918.

How well I remember the occasion. We met part of the Fleet in the North Sea, trained all guns on the Germans, and steamed past May Island up the Firth of Forth.

I was a signalman in H.M.S. Chester, 3rd L.C.S. at the time, and recall the general signal hoisted which to my recollection read, "The German ensign will be hauled down at sunset and will not be re-hoisted."

F. J. Saffell.
Walthamstow E.17.

of the Vanguard who were saved through being with us wanted to dive in to try to save their comrades.

Torpedo men from my mess were first on the scene, and they brought back some sad reminders of a tragic but wonderful ship.

Richmond,
Surrey.

Albert Parker.

Were you in Q-ships

In connexion with a book I am writing concerning the activities of a number of freighters (Q-ships) during the Second World War, I am anxious to contact anyone who served in these vessels.

The ships are City of Durban, Cape Howe, King Gruffydd, Botle, Willamette Valley, Cape Sable, Orchy, Beaulieu, and P.C. 74.

In case they should consider themselves prevented from telling of their experiences because of wartime secrecy, I can assure them they need have no worry on that score.

The Admiralty have allowed me full and free access to official records, and I have the

H.M.S. Cabbala

I was a member of the ship's company of H.M.S. Cabbala from 1946 to 1948, when she paid off, and my rating was Jnr. 4th class, otherwise known as "Chippy."

H.M.S. Cabbala was an E.V.T. training establishment, originally at Lowton-St.-Mary's, near Warrington, and later at Millmece, near Stafford.

I have many happy memories of serving in her and often wonder what became of the rest of the ship's company, especially the large W.R.N.S. company.

By the way, I never knew the ship's crest, and if anyone can tell me I would be grateful.

F. Hallett.
Barrow-in-Furness,
Lancs.

stories of several captains, among them Capt. Hopper and Cdr. Jack.

I would also like to contact anyone who served in H.M.S. Thanet in January, 1942.

A. Cecil Hampshire.
6. Southbourne Gardens,
Eastcote,
Ruislip,
Middlesex.

Earlier Jupiter

I read with interest in the January Navy News that Mrs. A. Shea, of Chichester, was wondering how many of the commissioning crew of H.M.S. Jupiter in 1939 survived the war.

I commissioned the battleship Jupiter in 1913 and survived two wars. Not many, I think, could tell the same story. At that time the majority of the ship's company were reservists.

T. Clark
(Ex-M.A.A.).
Southsea,
Hants.

Visit to Intrepid

When I became Chief Bosun's mate of H.M.S. Intrepid I received photographs of the last Intrepid, the destroyer D 10. These were sent with a Yorkshire postmark by, I think, the CMB of D 10. If the sender would contact me I would like to invite him aboard on our return to Devonport.

W. Davis.
C.B.M.,
H.M.S. Intrepid,
BFPO Ships.



Duke's 'Gold' for ex-Ganges boy

Junior Seaman Richard E. Hale (17) — above — of H.M.S. Galatea, went to Buckingham Palace in March to receive from the Duke of Edinburgh the Duke's gold award.

JS Hale made a good start to his naval career when, in completing his course at the training ship H.M.S. Ganges, he gained the captain's badge for being top of his year.

After going to H.M.S. Dryad, he joined the frigate Galatea, with specialization in radar plotting.

JS Hale, whose home is at Uxbridge, gained the Duke's silver award when a member of the 10th Hillingdon Scouts.

For the public service part of the gold award he did voluntary work in a home for ex-Servicemen. For another part of the award he made an 80-mile trek along the Pennine Way.

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N.1

At your own front door

Trying to save the hundreds of pounds needed as a deposit is for many people an insurmountable barrier to house ownership — worsened in recent years by the rising building costs and interest charges.

Small wonder, therefore, that naval ratings have shown such enthusiasm for the Admiralty's assisted house purchase scheme, by which they can get as much as £700 free of interest to get them over the initial financial hurdles.

"Signing on for pension" usually comes at a stage in life when a naval family has had experience of hirings, apartments, or married quarters, and when the problem of the children's education is beginning to loom large.

Ownership of "the roof over your head" is a factor probably more important than any other in giving a sense of permanency and security.

The naval scheme is for Leading Rates or above, who are 25 or over, and who are signing on for pension.

Any man eligible may have an interest-free advance of pay up to 12 per cent. of the purchase price of the house, plus £100 to cover legal expenses, provided the total advance does not come to more than £700 14s.

The advance is repaid at the rate of 10 per cent. per year plus a small premium, so that if the

rating dies the amount owing by him can be written off. Any money still owed when the rating goes to pension is deducted from his terminal grant.

Buying a house is an excellent investment, a source of satisfaction to the owner — and a responsibility which demands professional advice and a sensible approach.

FREE ADVICE

The sensible approach means thinking about furniture, rates, and all the other domestic bills. It is heading for trouble to take on a house without taking these matters into account in preparing the "budget."

Advice will be given free by the White Ensign Association (see DC1734/68) or a member of the Incorporated Society of Insurance Brokers (see local telephone directory).

Having decided on a house a solicitor should be consulted. The £100 allowed under the naval scheme will normally cover his fees in guiding the buyer through the legal pitfalls.

It is impossible in the space of a brief article to try to explain the many points to take into account, but the first step for any rating is to read carefully DC11581/68 "Long Service Advance of Pay Scheme for Leading Rates and Above."

WORTHWHILE

The way to house ownership is rather complicated, and not without worries, but the vast majority find that it is well worthwhile.

The naval scheme is a "perk" which is very rarely found in civilian life.

Pay 'dip' warning

Ratings will find a drop in their pay during the ledger period between April 1 and July 31 this year.

Usually there are eight fortnightly pays in the four months, but in this ledger period there will be nine, resulting in 18 weekly allotments to be set against income.

The amount of the allotments will be unchanged, but ratings will have to "take a dip" in their money until August.

Families' Page

"An excellent scheme," is the verdict of Chief Writer John Norton, pictured here with wife Shirley, son John Andrew, and daughter Hayley Ann, outside their home at Fareham.

He ought to know. Having used the scheme himself, his duties at R.N.B., Portsmouth, have brought him into contact with scores of other house purchasers.



DOGS BANNED IN THE 'NEW' ROWNER

"How much is that doggie in the window" runs the popular song, and to judge by the canine population on the Rowner naval estate, Gosport, the prices must have been highly attractive.

According to a census, one family in five has a dog as a pet, but either because of the size of the dogs, or the way they move around, many people would believe there were five dogs to every family.

Opinions on keeping dogs as pets vary according to whether you have one, or have one next door, but there is no argument on this score — more complaints are made about dogs than on any other subject.

They howl and keep neighbours awake, run wild to the terror of children and motorists, chase cats, and foul the children's play areas.

It is the latter complaint which is the most disagreeable in an

area in which practically every household has young children.

Dogs have to be exercised — and where else but the play areas?

Many are not even taken by their owners, but are simply booted out for an hour "to make their own arrangements."

The situation has come to a head with the construction of "high rise" blocks of flats with lifts, in Phase II at Rowner.

ALL THE TIME

It is now official that no-dogs or cats will be allowed — and that means all the time for all tenants, and not just those moving in.

Anyone with a dog or cat will have to go into one of the older properties, or give up the pet.

This "dog free zone" has been forced upon the authorities. A higher degree of responsibility

everywhere on the estate would help to remove the danger of wider restrictions on pets.

Interest reminder

Many naval personnel buying a house on mortgage have in mind that during some part of their service they may wish to let the property for a short time.

Some building societies charge an increased rate of interest when a house is let.

on Behalf of the Services, representations have been made to the Building Societies Association. As a result the association has recommended to member societies that interest rates should not be increased when Service personnel let their properties on being sent away from their home area on duty.

It is stressed that this is a recommendation only, but member societies usually comply. The important thing is for borrowers to contact their own building societies and find out where they stand.

The White Ensign Association has been instrumental in gaining this concession, and can give expert advice on all aspects of house purchase to naval personnel. The address is 24 Eastcheap, London, E.C.3.

Readers may remember the letter from a naval wife who wondered how many survived the Second World War Jupiter.

Mrs. Cochran, of Edinburgh, writes: "In answer to Mrs. Shea of Chichester, my husband CPO J. Cochran, was aboard Jupiter, and after 28 years takes his discharge on March 5th. His last ship Llandaff sailed from Singapore like Jupiter. He made it this time — for good and all."

TO FAR EAST



Patricia Hambling

Off to Singapore for 15 months is Patricia Hambling, staff nurse at the Royal Naval Hospital, Haslar, who has been appointed to H.M.S. Terror, where she will be helping to look after Service families.

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LADY TWISS CALLS



Lady Twiss, wife of the Second Sea Lord, with Mrs. Shirley Merrick, during a visit to Rowner naval estate. Mrs. Merrick's husband, Chief Writer T. K. Merrick, is working with the naval pay and records computer project.

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SEARCH-AND-STRIKE GANNET WAS PIONEER



Fairey Gannet

The first production Fairey Gannet A.S.1 successfully completed its carrier trials in October, 1953, and in January, 1955, No. 826 Squadron became the first operational unit to equip with Gannets.

The Gannet went on to become the mainstay of the Fleet Air Arm's carrier-borne anti-submarine force.

It was the first aircraft to have two side-by-side propeller turbine engines, each driving one propeller through independent gear trains. This unusual feature provided all the qualities of a twin-engine aircraft with a single-engine configuration.

The Gannet was the first aircraft in Fleet Air Arm squadrons to combine the search and strike role — it had an exceptionally large weapons bay, aft of which was installed a large retractable radar scanner.

It was also the first British-built naval aircraft

to enter squadron service capable of carrying all its strike weapons — except wing-mounted rocket projectiles — internally.

From 1955 dual-control trainer versions of the Gannet were introduced, and in the summer of 1958 the prototype of the A.E.W.3, the airborne early-warning version, made its first flight.

This version is easily distinguished from the A.S. version by its large "guppy" radome, provision for radar operations within the fuselage, a modified tail unit, and the new Double Mamba engine with short jet pipes.

The A.S. Gannet has now been superseded in the anti-submarine role by the helicopter, but the A.E.W.3 is still in front-line service.

TECHNICAL DATA

Gannet A.S.1 and A.S.4

Description: Carrier-borne anti-submarine search and strike aircraft with a crew of three.

Manufacturers: Fairey Aviation Co. Ltd., Hayes, Middlesex, and Stockport, Cheshire.

Power Plant: A.S.1., one 2,950-e.h.p. Armstrong Siddeley Double Mamba 100. A.S.4, one 3,035-e.h.p. Armstrong Siddeley Double Mamba 101.

Dimensions: Span, 54ft. 4in.; length, 43ft.; height, 13ft. 9in.

Weight: A.U.W. 21,600 lb.

Performance: Maximum speed, 360 knots; cruising, 160 knots; range, 600 miles.

Armament: Provision in bomb-bay for two homing torpedoes, parachute mines, depth charges or other weapons. Provision for 16 60lb. rocket-projectiles below wings.

Photo postcards

Photo postcards of the above aircraft and others of this series are obtainable from "Navy News," Dept. P.C., R.N. Barracks, Portsmouth, price 1s. each (including postage), stamps or postal order.

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of cheque or postal order for 12s.

Albums to hold 64 "Navy News" postcards are 10s. each (including postage).

Hydra was 'adrift' for 350 miles

The Navy's latest ocean survey ship, H.M.S. Hydra, which has been taking part in an Atlantic expedition with three other vessels, travelled 350 miles during a 14-day drifting period.

She towed an air-sea interaction buoy and a 1,700 cubic-foot balloon with instruments which relayed meteorological data to the ship.

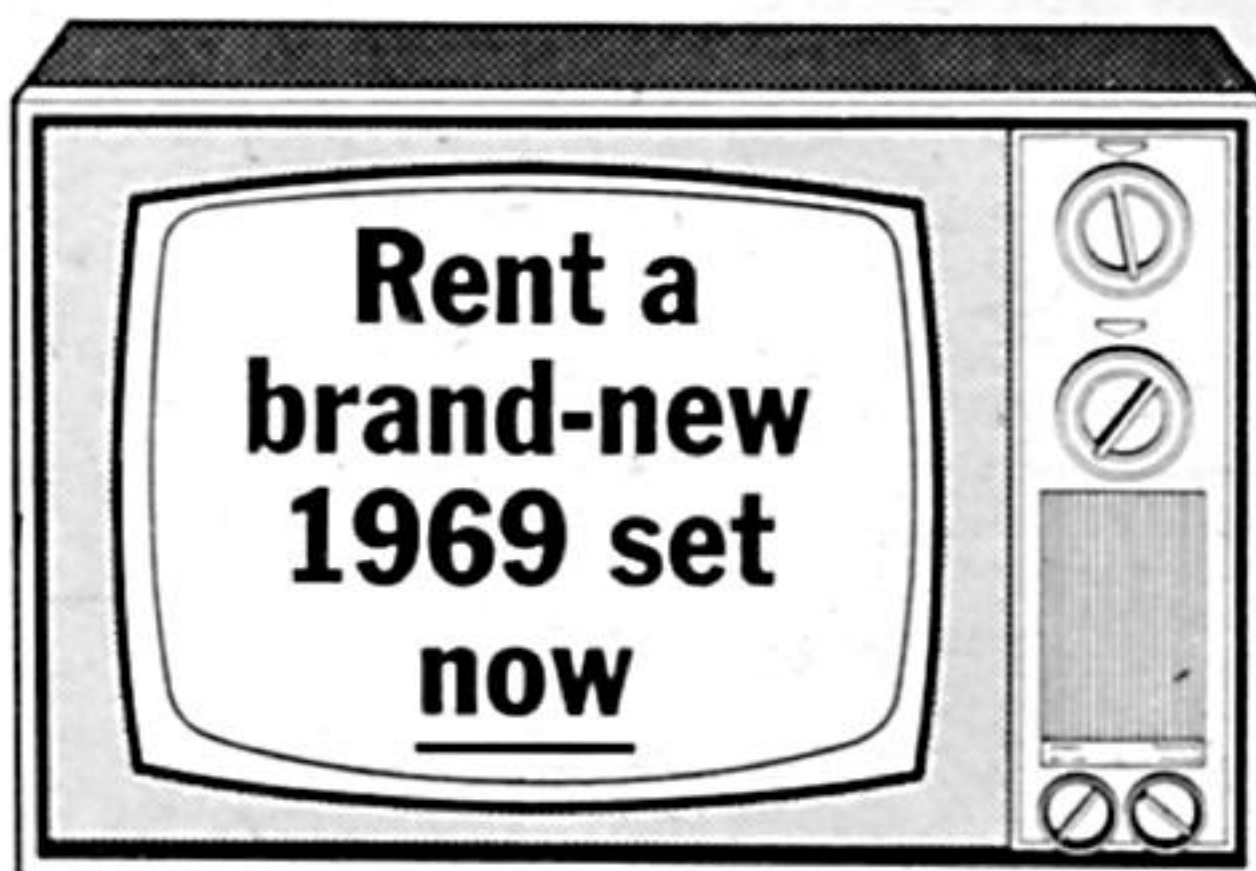
The research programme resulted in 1,388 bathythermograph dips, 164 Nansen bottle casts, more than 200 full weather observations, continuous monitoring of net radiation and the release of 81 meteorological balloons with radio sondes, one of which reached a height of 26 miles.

In all, 30 miles of magnetic tape were used for recording data during the expedition — known as the "Atlantische" — which is forerunner to the Global Atmospheric Research Programme.

Leisure time at sea aboard the Hydra was occupied by many competitions, including deck hockey and deck tennis. A fishing contest yielded a total haul of almost a ton of fish, the heaviest being a 170lb. shark and the highest individual total catch 668lb.

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Eleventh 'five'

Admiral of the Fleet Earl Mountbatten of Burma was guest of honour of the chief petty officers of H.M.S. Daedalus, headquarters of the Fleet Air Arm — the first time, it is thought, that an Admiral of the Fleet has been guest of honour at a CPOs' mess dinner.

Lord Mountbatten was accompanied by Capt. R. E. Grayston, commanding officer of H.M.S. Daedalus, and the mess officers, Lieut. P. P. Davis and Lieut. M. Huck.

TRIBUTE

The mess President, CA D. B. Williams, proposed the health of Lord Mountbatten and paid tribute to him, referring particularly to the period of his career affecting the Fleet Air Arm.

In reply, Lord Mountbatten, who gained his "wings" in 1918, said that although he was in his eleventh "five" he was still very much "with it."

He proceeded to prove it by keeping 160 CPOs enthralled.



Lord Mountbatten with the president of the CPOs' mess, H.M.S. Daedalus, CA D. B. Williams.

(Photo by LAM Smart, H.M.S. Daedalus)

DANCE DEFEATS HANDICAPS



Despite handicaps such as lack of a band and an electricity failure, a fancy-dress dance held by Wrens of H.M.S. Excellent, Portsmouth, in the Whaley Club, was considered a great success.

The Wrens in the picture with Capt. G. R. Villar, captain of the Excellent, had formed a committee to run the dance by them-

selves, to raise funds for the W.R.N.S. Benevolent Trust.

The lack of a band because of a sudden snowfall, and the power failure half-way through the evening were not allowed to detract from the success of the evening.

Wrens pictured are (left to right): Veronica Fleming, Margaret O'Bryan, Merab Had-don, Julie Coard and Chris Lawgan.

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GENUINE GEAR FOR ESKIMO

What more appropriate than an Eskimo for the commissioning of the frigate of that name?

He was CPO Stores Acc. Jim Cracknell, of Felixstowe, who, dressed in genuine Eskimo gear, added a touch of colour to the ceremony.

The Eskimo, a Tribal-class frigate, was commissioned at Portsmouth and among the guests were the Commander-in-Chief, Portsmouth (Admiral Sir John Frewen) and the Rt. Hon. Viscount Amory, Governor of the Hudson's Bay Company, with which the ship has a long-standing liaison.

The ship's commanding officer is Cdr. J. M. Lee.

Clasp for 'Superior' CPO Wtr.

CPO Writer Leslie Joyce was presented with a clasp to his Long Service and Good Conduct Medal by the Commander-in-Chief Ports-



CPO Writer L. Joyce

mouth (Admiral Sir John Frewen).

CPO Wtr. Joyce, who has been on the staff of the C-in-C, Portsmouth, for three years, has served 30 years man's time.

His efficiency over the years has almost invariably been assessed as superior.

CPO Wtr. Joyce has represented every ship and establishment he has served in during his career at cricket and football, and was always football team captain until four years ago.

He is a first-class R.N. Football Association referee and still plays cricket and hockey.

Gale force winds and marauding seagulls played an important part in the pancake race, seen here, at RNAS Cudrose. Many pancakes flew out of the pans and were gobbled up by the seagulls!

The race was won by the Wren cooks, first home being Wren Cook Maureen Parker, who was presented with a clock by the commanding officer (Capt. B. h. Notley). Runner-up was Junior Cook William Lalng, who received a table lighter.

THE 'NEWS' DIARY



Trained Ethiopian team

Many serving physical training instructors will recognize (right) an old friend — ex-Chief PTI Jack Lyons, now serving as a lieutenant in the Imperial Ethiopian Navy, where he is sports and recreation officer.

Lieut. Lyons, who left the Royal Navy in August 1967, was actively engaged in training the successful Ethiopian Olympic team, who were mainly Servicemen.

With him in the picture is PO Tesfaye, the senior PTI in the Imperial Ethiopian Navy, who trained at Portsmouth in 1964.

Navy Days, 1969

Portsmouth, Aug. 30, 31, and Sept. 1.

Chatham, Aug. 31, Sept. 1.

Portland, Aug. 9, Aug. 10.

Plymouth, Aug. 30, 31, Sept. 1.



The winged twins

Twenty-four-year-old twins, whose Royal Navy careers have run parallel to each other, were awarded their helicopter pilot's "wings" at a ceremony at RNAS Cudrose.

They are Lieut. Ian Ashton Shuttleworth and Lieut. Richard Ashton Shuttleworth, who joined the Navy together in 1962.

The twins are the sons of Lieut.-Cdr. J. A. Shuttleworth, R.N. (Retd.), and Mrs. Shuttleworth, of Hathersage, Derbyshire. They attended Pangbourne College, Reading, and were both cadet captains for their last year. Both also sailed for the college sailing team.

They joined the Navy together as general list cadets, having obtained naval scholarships for the Britannia R.N. College, Dartmouth.

After their first year at Dart-

mouth both joined the frigate H.M.S. Urchin and went on a sea training cruise to the West Indies.

In 1963 they split up for the first time. Ian joined the frigate H.M.S. Salisbury and went to the Far East. In Borneo he was detached for duty in small boat river patrols during the Indonesian emergency.

Meanwhile, Richard joined the frigate H.M.S. Gurkha and went to the Middle East and Indian Ocean.

The Shuttleworth twins after the "wings" ceremony. Richard is left and Ian right.



In 1964 they were together to complete their training at Dartmouth and then separated again. Ian joined the destroyer H.M.S. Daring and went to South Africa and the Far East, also spending some time on the Beira patrol.

Richard went to the minesweeper H.M.S. Hubberston in the Far East and spent some time on patrols off the Borneo coast.

At the end of 1967 both decided to take up helicopter flying in the Fleet Air Arm.

Basic flying training was undertaken at R.A.F. Linton-on-Ouse, before they moved to the R.N. helicopter school at Cudrose. They flew the Hiller light training helicopter, followed by the larger Whirlwind.

ADVANCED TRAINING

Both have now been selected for specialization as Commando helicopter pilots and have started advanced flying training with No. 707 Naval Air Commando Squadron at Cudrose, which takes them on to the heavier twin-engined Wessex Mk. 5 helicopter.

Both play squash for the Cudrose team.

The twins have four other brothers. Michael is a Royal Marines lieutenant, a qualified helicopter pilot and currently A.D.C. to the Major-General, Royal Marines at Plymouth. Ashton is a sub-lieutenant serving in H.M.S. Verulam.

The other two brothers are at school.

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Navy News

EDITOR:

W. WILKINSON

Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

The Russian fleet's excursion

The only surprising thing about the Soviet Fleet's excursion into the Atlantic is that everyone should be so damned surprised.

It takes years to get a warship from the drawing board to the sea, and the careful Russian planning may best be judged by the words of the U.S. Congressional report, "that Moscow is developing a massive, well-balanced programme in almost all phases of seapower."

While the Royal Navy is withdrawing from its world-wide role and America is getting alarmed about its aged warships, the Russians are tycoons in the maritime business, showing the world a brand new fleet.

At the time of writing it is all conjecture whether the Russian warships are going to cock a snook at NATO round Britain or in the Mediterranean, keep H.M.S. Fearless company at Lagos, or make the long journey to the Soviet Far East base at Vladivostok.

PROPAGANDA

Lacking air cover they certainly haven't come out to hit anybody. Indeed the operation is reported to have been leaked to Britons in order, presumably, to derive the biggest propaganda advantage.

Supposing they are just continuing the role they have signalled so openly? Stretching down into the southern seas they are showing the flag: making friends and influencing people.

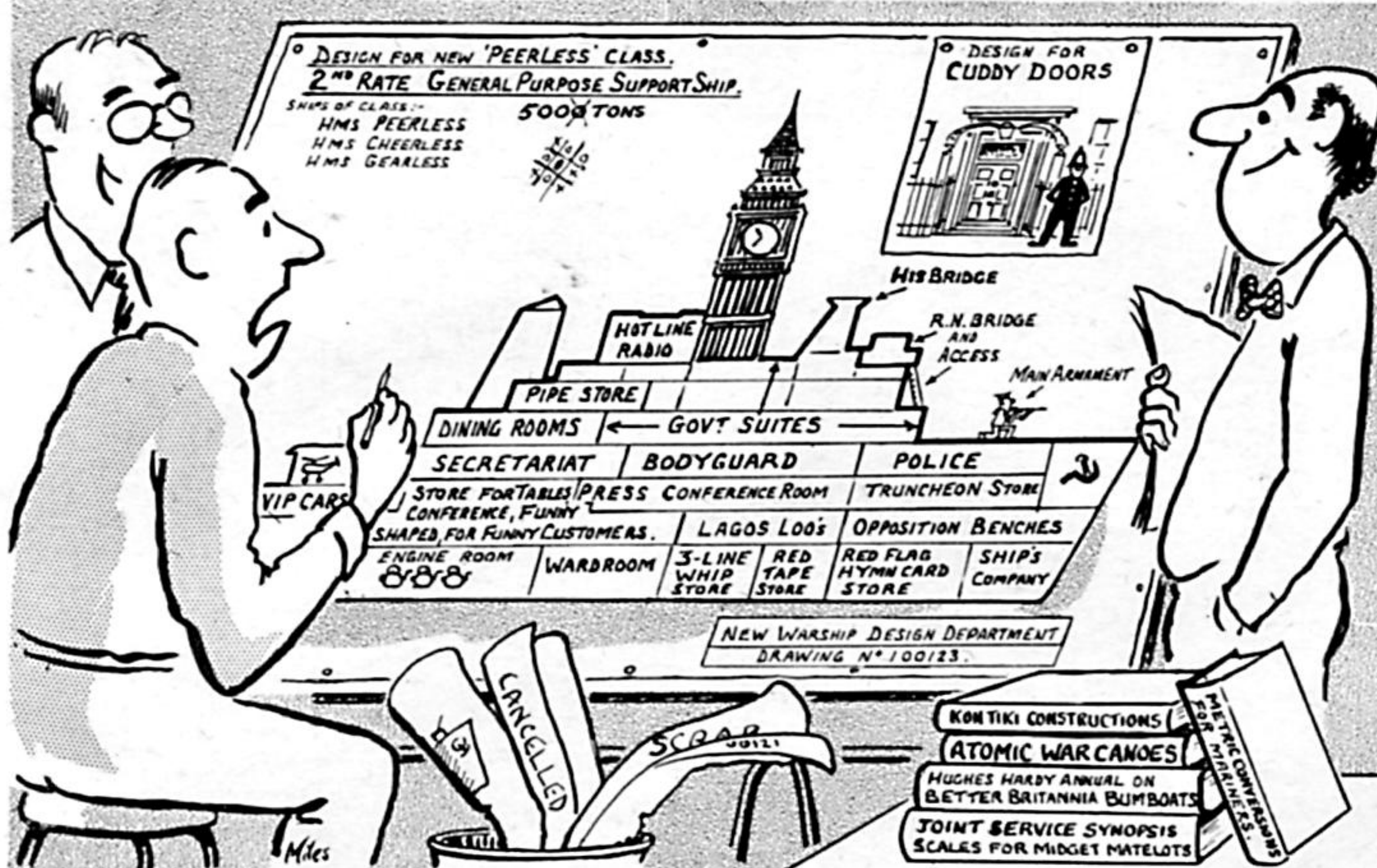
Sending out a large fleet with full attendance of supply ships is a necessary exercise to see how far they can reasonably go, and how long they can stay.

It is just pathetic for us to whistle to keep up our courage by recalling the Russian Navy's fiasco at the Dogger Bank long years ago. This is no comic opera. There is no reason to suppose that the Soviet Navy is not as well trained as it is technologically advanced. We have to learn to live with it.

ORDER BOOKS

With the Russian warships spreading goodwill around the globe, well armed with order books for trade — they can play football too — Britain is being forced to take stock. The one immediate step is to solve the recruiting problem, ease the Navy's manpower crisis, and make the best use of the ships we have.

If the surrender of bases is an economic necessity we can at least check priorities, to determine whether we really wish to leave the field so wide open to the spread of another way of life.



"Marvellous, isn't it? Now I've got to fit in a calypso band for follow-up operations."

DAWN LANDING FROM R. NAVY FRIGATES

Anguilla woke — all smiling

In the pitch black of a Caribbean night, gemini dinghies slipped quietly from the darkened frigate. On board, the 24 men of the ship's Royal Marine detachment kept hands tight on rifles and Bren guns.

The small jetty located, the Marines ran ashore to secure the beach-head and fan out along the beach.

Operation Sheepskin had started: the landing on March 19 of Royal Marines from H.M.S. Minerva and members of the 2nd Parachute Regiment from the second frigate, H.M.S. Rothesay.

The Marines also took up position on two hilltops on either side of the beach, known as Road Bay, and were firmly installed when dawn broke.

Union Jacks

Lieut. Jeffrey Robinson, aged 28, of Rainham (Kent), who was in command of the Royal Marine detachment, said: "Nothing stirred at all when we went ashore. I have seen nothing but friendly smiles and lots of Union Jacks on bicycles."

They were shortly joined by a seaman's landing party from H.M.S. Minerva — some 30 sailors, helmeted and bearing automatic weapons.

Patrols were set up along the beach and through a small village, where the people showed surprise at first to see armed

men, but were soon smiling.

Meanwhile the platoon of Paras from H.M.S. Rothesay, which had landed simultaneously with the Marines, had secured their sector at Crocus Bay and moved to the airstrip.

A second platoon was landed by the ship's Wasp helicopter at the main crossroads in the Hollow, main centre of population, to control approaches to the airstrip.

In less than two hours all military objectives had been achieved without a shot being fired.

Within a few hours of the landings, Mr. Tony Lee stepped ashore to set in motion the administrative machinery. He had been sworn in as H.M. Commissioner for Anguilla at midnight on board the Minerva by the Senior Naval Officer West Indies, Commodore M. N. Lucey, who was in overall control of operations.

As the sun climbed into the deep blue sky and beat down on

to the Minerva — their mission completed.

The Marines stayed put, camping on the beach. They would have been joined the following day by sailors from H.M.S. Rothesay, but the tension was off.

That night, two sailors and a Marine stayed ashore guarding Mr. Tony Lee — not having let him out of their sight since he first stepped ashore.

Acting as Mr. Lee's bodyguard were six-foot bearded Chief Petty Officer Stuart Bowen (39), of Gosport, Able Seaman Thomas Boyd (20), of North Shields, both from the Rothesay, and Marine Tony Hewling (21), of Whitby, from the Minerva.

"I don't know why sailors were chosen, but the captain said I was the biggest and ugliest man for the job," cracked C.P.O. Bowen.

By
Tony Hobbs,

the dusty island, the Wasp helicopters from the two ships, which remained anchored off Road Bay, made continual flights during the day, dropping information leaflets, transporting the Paras' airborne stores, and carrying Force and military commanders ashore.

The island's children, who had been on holiday from just before the landings, appeared to enjoy every minute of the day's activities.

They watched in amazement as parachutes from a huge Hercules aircraft dropped vehicles and equipment on the airstrip, smiled at the patrolling armed troops, and at the beefy police, and wondered what was going to happen next.

At Road Bay beach, the naval party, led by Lieut.-Cdr. Graham Price, aged 31, of Purbrook (Hants), returned at dusk

"That night I slept on a settee outside Mr. Lee's bedroom with one ear open and one hand on my revolver, not knowing quite what to expect," he added.

There was a more relaxed feeling the following day on the little island, which has only a few rough roads, no electricity, no telephones and a big water problem.

The Paras, accompanied by British police officers, went on a series of patrols in the north-east part of Anguilla to make contact with the so far unvisited settlements.

The Marines stayed at Road Bay, but as one Marine put it: "Our biggest trouble was keeping the kids away."

That afternoon saw the first demonstration, with about 500 people, many carrying placards. The colourfully-dressed crowd were orderly, however. There were more smiles than scowls.

HIS FLYING VISIT

The First Sea Lord, Admiral Sir Michael Le Fanu, settles into a Royal Navy Phantom at R.N.A.S. Yeovilton for a day visit to headquarters of Allied

Forces Southern Europe in Naples.

It was Admiral Le Fanu's first flight in the Navy's latest supersonic two-seater aircraft.



ENOUGH PAPERS FOR EVERYONE?

From the Fleet, families, and outside subscribers, many messages have been received in praise of the "new look" Navy News.

The beautiful picture reproduction and the interest of the contents generally is creating a demand which is not always satisfied.

Does your ship get enough copies?

Readers have told Navy News: "Often I don't get the chance to see the paper. It comes into the mess but soon disappears."

EXTRA COPIES

Missing a copy may mean missing information of the utmost value to personnel and their families, and ships which wish to continue Welfare Committee distribution arrangements can help to overcome this problem by having additional copies for sale.

A useful idea is to have a "Navy News man" in every ship, to help in ensuring that everyone who wishes to see the paper — or buy it — has the opportunity to do so.

A postal order for 17s., sent to our office at the Royal Naval Barracks, Portsmouth, will ensure a year's supply for a relative or friend, sent by post.

Additional copies of the paper are always readily available. Write to the R.N.B., Portsmouth, or phone (22351 ext. 72194, on the Dockyard line, or 26040, GPO).

Maidstone's end

The submarine depot ship H.M.S. Maidstone, now 30 years old, is to be scrapped. The Maidstone was reconstructed at Portsmouth between 1958 and 1962 to enable her to support nuclear-powered submarines.

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H.M.S. COSSACK'S FAMOUS WAR CRY RECALLED

When H.M.S. Eagle recommissioned on March 5 after a refit at Devonport, nine admirals, including the First Sea Lord, Admiral Sir Michael Le Fanu, were present for the ceremony.

They were Vice-Admirals Sir Hector MacLean, Sir Hugh Janvrin (Flag Officer Naval Air Command), Sir Charles Mills (Commander-in-Chief, Plymouth), and Rear-Admirals J. C. Y. Roxburgh (Flag Officer Sea Training), M. F. Fell (Flag Officer Carriers), L. D. Empson (Assistant Chief of Naval Staff), D. B. H. Wildish (Admiral Superintendent, Devonport), and G. Willoughby.

Of these, Admirals Le Fanu,

Roxburgh, Empson, MacLean and Willoughby were former commanding officers of H.M.S. Eagle.

As part of the ceremonies, a huge cake, made in the shape of the carrier, was cut in the hangar.

ALTMARK INCIDENT

On February 17, 29 years after Admiral Vian in H.M.S. Cossack rescued all the British merchant seamen confined in the German prison ship Altmark — an incident which has passed into history with the cry of Cossack's boarding party, "The Navy's here!" — H.M.S. Eagle entertained the staff of the Plymouth School of Maritime Studies and other local Merchant Marine Officers and their wives on board the carrier.

As a mark of gratitude for their rescue, a number of the rescued men presented H.M.S. Cossack with a magnificent silver tray.

When the Cossack paid off some years ago, the tray was put into the charge of H.M.S. Eagle.

Over the last few years, on the anniversary of the Altmark incident, it has become the Eagle's custom to invite the captains and officers of British merchant ships in whatever port H.M.S. Eagle has been in, to a cocktail party, and to serve the drinks on the Cossack tray.

H.M.S. Hermes berthed at Portsmouth on April 1 after a period in the Far East. On her way home from Australia the ship spent six days at Cape Town.



INDONESIA WELCOME FOR TRIUMPH

H.M.S. Triumph, the former aircraft carrier converted into a heavy repair ship, and based on Singapore, recently paid a visit to Ambon in East Indonesia — the first British warship to visit the port.

The Commander of the Eastern Theatre of the Indonesian Navy, Rear-Admiral Susatyo Mardi, was welcomed on board by the commanding officer, Capt. I. Easton, and the local inhabitants were intensely interested in the ship.

The two daughters of the mayor of Ambon took a parrot to the ship as a present — a present which was regretfully returned.

When the Triumph left after a two-day visit, the ship was played out by a band whose instruments were made of shells and bamboo. Before the bow was removed, the band had given a 20-minute concert on board. (See photograph below.)

The Chinese in Hongkong call this the Year of the Rooster. On the second day of the year, with the cry of the rooster in the gloom, seven teams of three from H.M.S. Triumph, and a team each from the Cleopatra and the Dainty, assembled at Kennedy Road for the inter-

divisional relay race up the Peak.

Winning team was the wardroom's, with the seamen's team runners-up. The time for the three and three-quarter mile course was 20min. 50sec.

Prizes were presented at the top by the captain of H.M.S. Triumph.

First Sea Lord visits U.S. space centre

The First Sea Lord, Admiral Sir Michael Le Fanu, paid an informal visit to the United States Navy, which included a trip to the Cape Kennedy complex, between March 8 and 15, at the invitation of the Chief of Naval Operations, Admiral Thomas H. Moorer, U.S.N.

Admiral Le Fanu, who was accompanied by Rear-Admiral L. E. S. H. Bailly (British Naval Attaché in Washington), Capt. M. Wemyss (Naval Assistant to the First Sea Lord), and Capt. C. Denman (Secretary to the First Sea Lord) had discussions with senior American naval officers in Washington on matters of mutual interest between the two navies.

FORTH HELPS THE BLIND

Although H.M.S. Forth, the submarine depot ship, may be in Singapore, it is not too far for the impact of the generosity of the ship's company to reach the United Kingdom.

On March 4, at R.N. Air Station, Yeovilton, MAA Wilkinson presented Mr. Haydon Thomas, South-West organizer of the Association for Guide Dogs for the Blind, with a cheque for £250, raised in the ship over a period of two commissions (1966-1968).

The founder member of the fund, PO Ck Nicholson and POM(E) Booth were not able to be at the presentation, so four ex-members of the petty officers' mess now serving at Yeovilton, made the presentation.

Harwich mine destroyed

A mine disposal team from H.M.S. Vernon — Lieut. C. Lawrence, PO Henford, LS Green and ABs Knowles and Griffiths — were called out on March 2 to deal with a Second World War mine at Harwich.

The German coaster Lohengrin's anchor had pierced the outer casing of the mine, but, fortunately, left the inner casing containing 350lb. of explosive, intact, as it brought it to the surface.

After a preliminary inspection by Lieut. D. Belson and PO Fitcher of H.M.S. Ganges, it was decided to call in the services of the mine disposal team.

The mine was finally freed by slinging nets under it and using a crane to pull the anchor from the mine casing.

The mine, which was so badly corroded that it was impossible to establish if it was of German or British make, was taken to Shoeburyness for destruction.



AJAX VISITS AUSTRALIA

H.M.S. Ajax, the Leander class general purpose frigate, leaving the Singapore naval base for a visit to Australia.

Gift from Terror

An Olympic standard set of gymnastic apparatus has been presented by H.M.S. Terror, Singapore, to a school, Pasir Panjang.

The official hand-over was performed by Rear-Admiral M. D. Kyrle Pope, Chief of Staff Far East Command.



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GOODWILL CRUISE TO FIVE COUNTRIES

Tour of South America

Men aboard seven ships of the Royal Navy's Western Fleet are enjoying their chance-of-a-lifetime goodwill cruise to five South American countries.

Since leaving England the guided-missile destroyer Hampshire, Leander class frigates Arethusa and Juno, submarines Otus and Narwhal, fleet tanker Olwen, and stores support ship Lyness, have been to the West Indies, through the Panama Canal into the Pacific, and visited Peru and Chile.

The squadron is under the command of the Flag Officer Flotillas, Western Fleet,

Vice-Admiral A. M. Lewis.

At Callao, Peru, Admiral Lewis and Capt. Clayton laid a wreath at the memorial to the Peruvian national hero, Almirante Grau.

Afterwards the R.N. colours and ceremonial guard marched through the streets of Lima, the men being from the ships Hampshire, Arethusa, and Juno.

Thousands of visitors have taken the opportunity to see over ships of the task force which, after a five-day call at Valparaiso, Chile, is dividing for visits to Buenos Aires, Mar Del Plata, the Falkland Islands, and Montevideo.

The ships will be together again for the final stage of their cruise — to Rio de Janeiro early this month.



The Royal Navy's SRN6 hovercraft on Lapunta Beach, Callao, Peru, where its capabilities were demonstrated to senior defence chiefs.

INTO THE PACIFIC

At the end of her passage through the Panama Canal, the guided-missile destroyer enters Rodman Naval Base.

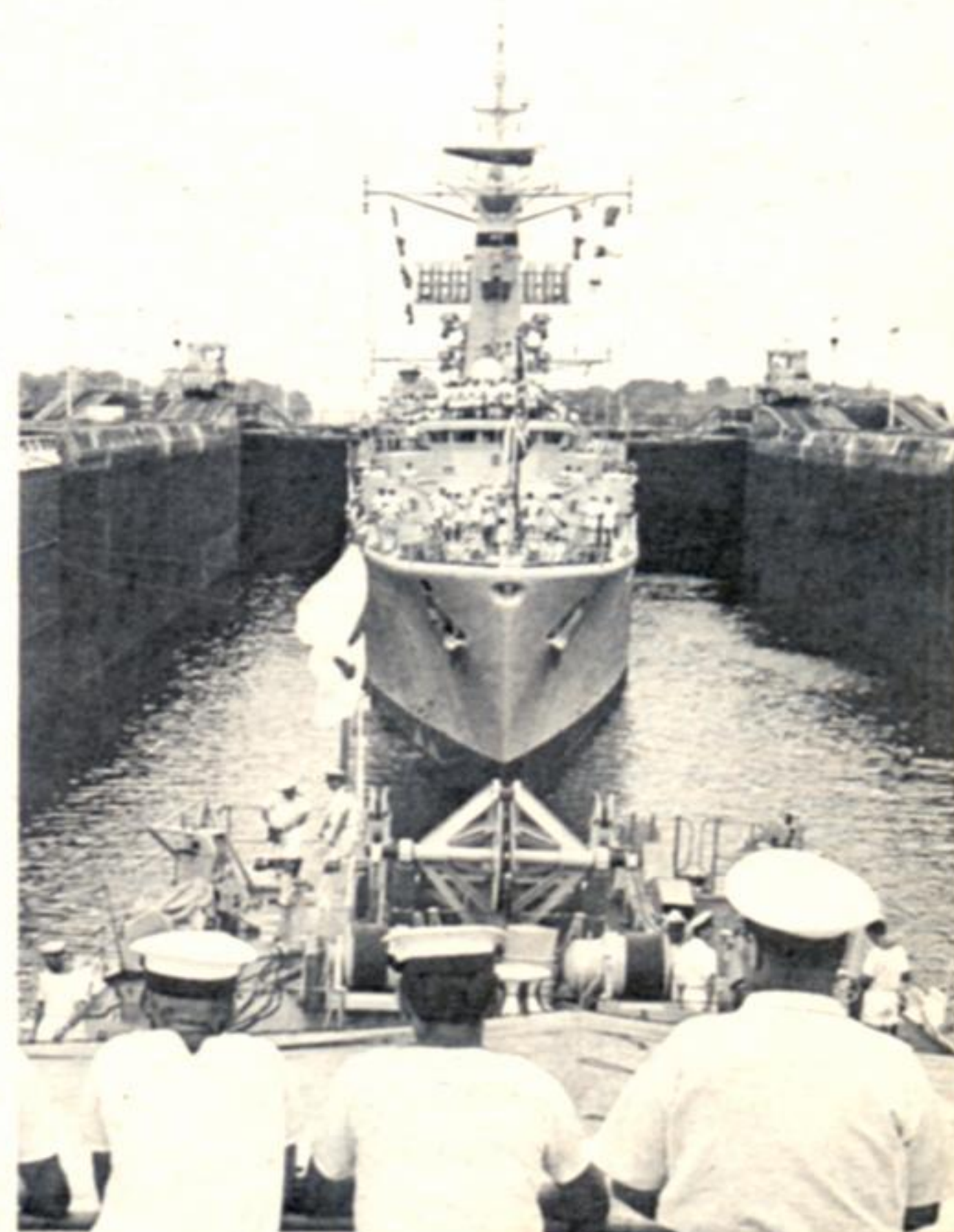


Sunshine and beauty for these sailors aboard H.M.S. Juno at Callao, Peru. The Royal Navy ships were open to visitors, and members of the ship's company posed with local girls for a Peruvian sailor to get his picture.

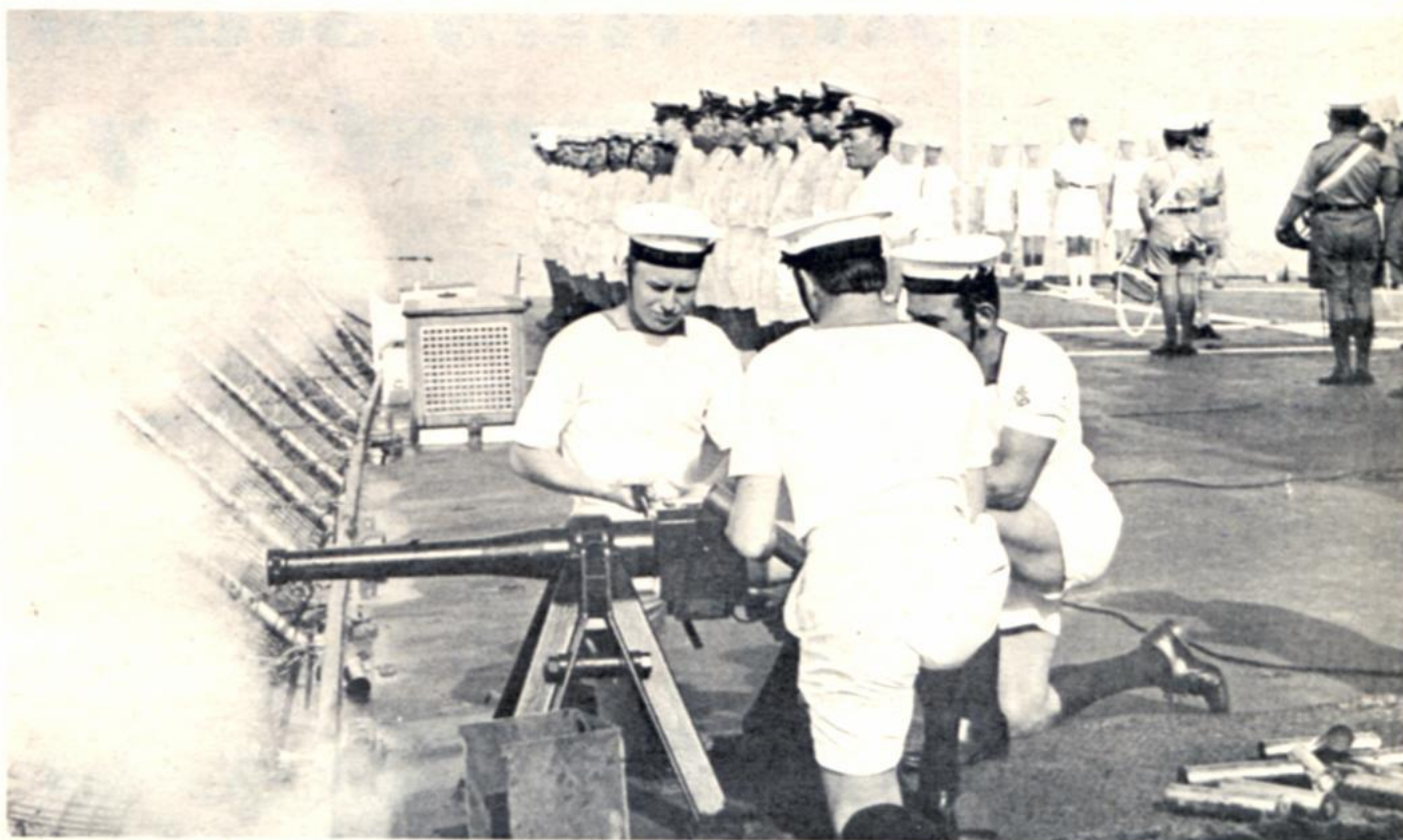
Electrical ratings from H.M.S. Hampshire — Wilkinson, Crang, Thompson, and Sankey — all smiles as they prepare for an expedition ashore.

Sailors aboard the Leander class frigate H.M.S. Arethusa watch as her sister ship, H.M.S. Juno, moves into the same lock in the Gatun Locks, while making passage through the Panama Canal.

PICTURES BY
ANGUS McNEE



21-GUN SALUTE TO PERU



HONOUR TO A HERO

A 21-gun national salute to Peru from H.M.S. Hampshire, on entering the breakwater at Callao.



DOCKYARD FIRE NEAR R.N. SHIPS

The South American cruise has not been without its drama, from H.M.S. Hampshire having helped to quell a fire in the yard area of Valparaiso, near where the destroyer and other of the task force were berthed.

The fire broke out about 6 p.m. on March 9 in bales of cotton. First to scene were men from H.M.S. Hampshire, including Chief ME Neil, from London, Chief OEA Peter Lyons, of Waterlooville, Portsmouth, and ME Robbie Burns, of Chapelhall, Airdrie.

At first the fire was attacked with extinguishers from H.M.S. Hampshire, but these proved inadequate and were soon replaced by hoses connected directly to the ship's fire main.

The men from the Hampshire had the fire well under control by the time the civilian fire brigade arrived, and were praised by the local chief for prompt measures to stop the fire spreading.

Eventually seven fire-fighting vehicles attended the outbreak.

The sick berth attendant from H.M.S. Hampshire, LMA Larssons, was injured during the fire-fighting, but there were no casualties and his assistance was not required.



On parade in Lima, Peru, after a wreath-laying ceremony at the memorial to Peruvian naval hero Almirante Grau.

AB Peter Osler plays the guitar in H.M.S. Hampshire's ship's group, watched at practice by OEM App Edwin Perkins.



SUB. TO FIRE POLARIS

The Polaris submarine H.M.S. Repulse is visiting the United States for final "shake-down" tests of her two crews and the weapons system.

The Repulse will be berthed for about a month at Port Canaveral — where she is seen arriving in picture.

The starboard crew is commanded by Cdr. A. Whetstone, and the port crew by Cdr. J. Wadman.

The saga of the stamps continues. It means that each day Mr. Eric Ross, local secretary of the Royal Naval Benevolent Trust at Portsmouth, receives in his mailbox an envelope containing unused postage stamps from an anonymous donor. And the curious pattern which these letters follow makes the puzzle even more intriguing.

As reported some months ago, 60 envelopes containing 421

unused stamps worth £2 5s. 7d. were received between July and September last year. Inquiries failed to reveal the donor.

"The present pattern is rather similar," said Mr. Ross. "The value of the stamps now starts at 8 1/2d. and then increases each day by a halfpenny to 1s. 2 1/2d. before reverting to

8 1/2d. to start the cycle again."

Some of the stamps are Channel Islands issue, and originally the letters came from all parts of the country. Now they come, for the most part, from Southampton, although occasionally they bear the Romsey or Fareham postmark.

Initially, the donor enclosed

the stamps between cuttings from a map which, when pieced together by Mr. Ross, made up part of the map of County Tyrone.

The next phase comprised map pieces of the Alps around Innsbruck while, to add to the confusion, pieces of a map of Hampshire followed.

More recently, cuttings from book lists and stamp collectors' lists have been used as backing.

Obviously, donations to the Trust are always welcome, but the motives behind these are difficult to understand. If they are in return for some help previously given by the Trust the economics of the operation fail to make sense.

84 ENVELOPES

For example, stamps already received include 481 halfpennies worth £1 0s. 0 1/2d. and 157 pennies worth 13s. 1d. And the total of 887 stamps, valued at £3 19s. 7 1/2d. have been posted in 84 envelopes costing £1 8s. postage.

Meanwhile, the latest chapter in the saga of the stamps is awaited.

WHO WILL HELP THE CHILDREN?

During the last years of her operational life, H.M.S. Grafton has maintained a lively liaison with the Helena Ward of the Hospital for Sick Children, Great Ormond Street, London, W.C.1.

The ship's Welfare Fund has made many presentations of different kinds to the ward, and the liaison has brought much pleasure to the physically handicapped children.

The Grafton returns to Portsmouth from her last operational commitment on April 10, and goes for scrap in May-June.

She would be pleased if another ship would take on this friendly liaison with the hospital, and any ship interested should write in the first instance to the Editor, Navy News, at the R.N. Barracks, Portsmouth.



Intrepid 'some rugby ship' tribute

H.M.S. Intrepid arrived in Hongkong early in March, and within a few hours 11 of the ship's rugby team were playing for the Navy against the Hongkong Club.

The team, captained by Lieut.

Andy Young, played a great game and inflicted the first defeat by a Navy side on the Hongkong Club for several years. The score was 3-0. The

local Press singled out Taffy Davies and Jonathan Bond for praise, and said, "Intrepid must be some rugby ship."

The Intrepid arrived in Hongkong after visiting Labuan and Kota Kinabalu and for part of the visit the Commander Far East Fleet, Vice-Admiral W. D. O'Brien, flew his flag in her.

The ship played a wide range of games against local civilian and service sides. The standard was particularly high in hockey, and the hockey team, led by Sub-Lieut. A. B. Trentham, the Mexico Olympic player, won only one game out of three.

TV PRESENTATION

The Intrepid went to Hongkong for a three-week assisted maintenance period and, before entering, the ship's radio team with several "star" guests gave a presentation on the port, using closed circuit television.

This proved successful and other TV shows are to be produced, especially on the long run back to the U.K. in the summer.

Another "first" for this commission was the vertical replenishment on the fo'c'sle by a Wessex helicopter from RFA Regent flown by Lieut.-Cdr. John Rogers.

SHORT REFIT FOR H.M.S. ULSTER

The frigate H.M.S. Ulster, a familiar sight on the Portsmouth scene, has just completed a short refit in the dockyard there.

After trials and work-up she will continue her major role as navigation training ship for H.M.S. Dryad, the Navy's navigation school at Southwick.

The Ulster combines her training role with that of being a NATO anti-submarine frigate, and is equipped with modern sonar and computerized mortars, as well as two four-inch guns.

She is often in the Solent area, as the many landmarks, combined with navigational hazards and high shipping concentration, provide an excellent training ground.

More advanced training is provided in the waters around the Western Islands of Scotland, the Norwegian fjords, the Thames estuary and the Channel Islands.

The Ulster, which is commanded by Lieut.-Cdr. James Briggs, has had a varied and distinguished record.

A novel feature of a "County Fair" held aboard H.M.S. Glamorgan in the Indian Ocean was something that plenty of people would think a good idea — the ability to turn off a musical record which annoys.

A big money spinner was found by charging for gramophone records to be played over the ship's broadcast system — and also for charging double to take the record off! The disc jockeys had a busy afternoon.

The aim of the Glamorgan "County Fair" was to raise money for one of the ship's favourite charities, the South Wales Physically Handicapped Children's holiday home at Trehermyll, Cowbridge.

The flight deck was converted into a fair ground with coconuts, penny rolling, shooting gallery, darts, ice cream, and hot dogs.

HEARTY EATERS

The winner of the ship's moustache growing competition was chosen, and several hearty appetites battled for 15 minutes in a marathon pie-eating contest.

Raffles were held for prizes such as a ship-to-shore telephone call or a free coach trip at the next port of call.

At the end of a hectic afternoon the ship's chaplain announced that £331 had been raised by the fair, and the ship's Welfare Committee declared itself willing to make this up to a

good round sum for the children's holiday home.

BEIRA PATROL

The fair was held during three weeks spent on Beira patrol by the County-class guided-missile destroyer, at the end of her Far East commission.

Like all ships which carry out patrol duties in the Beira area controlling the United Nations oil embargo on Rhodesia-bound cargoes, the Glamorgan made every effort to relieve the monotony by organizing sports and entertainments.

The ship, under the command of Capt. S. L. McArdle, went on to visit Simonstown, and her programme included a visit to the West Indies before arrival home on March 27.

By that time she had steamed over 100,000 miles and visited 19 ports in ten countries.

FAREWELL

The Leander-class frigate H.M.S. Aurora leaves Singapore naval base for visits to Western Australian ports before returning to the United Kingdom.

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Sub. squadron for Devonport

Captain was Chief Angel



With the arrival of H.M.S. Acheron at Devonport, the port is once again in the submarine world, for Acheron is the first boat of the newly-formed Second Submarine Division now based in the West Country.

The division's commander is Cdr. A. E. Thompson, who was in command of the last submarine to leave Devonport when the old

squadron at Plymouth was disbanded a couple of years ago.

The picture shows a stork carrying a submarine, and was a gift from the 1st Submarine Squadron at Gosport. Receiving the cake is Cdr. Thompson and in the centre is the commanding officer of H.M.S. Acheron, Lieut.-Cdr. D. M. Mitchell.

Ten days in Durban gave the ship's company of H.M.S. Zulu a chance to get acquainted with some of the land and people after whom their ship is named.

The word "Zulu" means "Heavens" and the "Ama Zulu" are the "people of the Heavens." The Zulus quickly named Cdr. M. Sands, commanding officer of the frigate, "Chief Angel."

Parties visited Eshowe, the capital, returning to the ship laden with shields, knobkerries and assegais and, nearer to Durban, the Valley of a Thousand Hills, to see features of the day-to-day life of the present day Zulu.

One party went to Umkomaas to witness competitive dancing in one of the Bantu reservations. The captain was invited to indicate the winners, and a ship's crest was exchanged for a Zulu Shield.

At the end of the visit the "Lady in White" (Mrs. Pearl Gibson) sang to those on board as the Zulu left harbour.

WON THE MILE



Brig. P. J. F. Whitely (Commander No. 3 Cdo Bde) presents his cup to Cpl. Douglas of 42 Cdo, who won the mile race in 4min. 17sec., and led 42's team to victory in the cross-country.

FAR EAST SPORTS 'BATTLE'

The ships' companies of the four navies which took part in FOTEX '69 — R.N., R.A.N., R.N.Z.N., and R. Malaysian Navy — joined

battle again after the exercise, but this time on the sports field.

Some 3,000 men were involved, representing 30 ships and eight shore establishments, and the meeting, held at the Singapore Naval Base, was reckoned a great success, certainly by the amphibious units.

The "Big ships" cup was a runaway victory for 42 Cdo, who scored 253 points. H.M.S. Albion and H.M.S. Intrepid were second and third with 152 and 142 points, respectively.

The "Small ships" trophy was shared by H.M.S. Ajax and H.M.A.S. Duchess — 88 points each. H.M.S. Decoy, with 81 points, was third.

NEW RECORDS

In this large-scale sporting meet there were 15 different sports. Among several new records set up was one of 9min. 4.5sec. for the two-man mile team event won by 42 Cdo.

H.M.S. Intrepid won the tennis and hockey. Playing for the ship was Sub-Lieut. A. B. Trentham, who played hockey for England in the Mexico Olympics.

THEN THERE WAS ONE

With the departure from Malta at the end of March of five minesweepers to pay off into reserve at Gibraltar, the only Royal Navy warship to be permanently stationed in the island is the boom defence vessel, H.M.S. Layburn, 1,050 tons (full load). Complement is about 36 officers and men.

Troubridge to go

H.M.S. Troubridge, a destroyer completed in March, 1943, and converted to a fast anti-submarine frigate in 1955, paid off at Chatham on March 27 for the disposal list.

The Troubridge visited London from March 24 to 26 to say farewell to Waltham Forest, the borough with which the ship has had a close connexion.

There was also party for the B.B.C. radio's H.M.S. Troutbridge team.

SENIOR RATES ENTERTAIN THE ADMIRAL

The informality of the Flag Officer, Scotland and Northern Ireland's visit to H.M.S. Bronington at Port Edgar, is shown in this photograph (right) of Vice-Admiral I. L. M. McGeoch enjoying a joke with the senior rates in their mess.

During his visit the Admiral presented the Queen's telescope to Mid. R. N. Holland. The telescope was awarded to Mid. Holland for leadership and academic endeavour at Britannia Royal Naval College, Dartmouth.

Mid. Holland's home is at St George's, Bermuda.



For bravery



The First Sea Lord, Admiral Sir Michael Le Fanu, presents the Royal Humane Society testimonial on vellum to Lieut. Simon Julian, R.M., at Lympstone.

Lieut. Julian played a prominent part in rescue efforts at St Agnes, Cornwall, last June, when two women swimmers got into difficulties in rough seas.

He swam 240 yards to reach one of the women, who told him to go on to her friend. He managed to grab the second woman by her hair and tried to keep her head above water, but a large wave broke his hold and drove them apart.

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ADMIRAL GUEST AT LEAMINGTON

Celebrations for coming-of-age

The Royal Leamington Spa branch "went to town" in a big way when it celebrated its coming-of-age at the beginning of February, and members were honoured by the presence of the President of the Association, Admiral Sir David Luce.

The branch was inaugurated on February 3, 1948.

On February 1 this year the No. 8 Area Council held its meeting in the branch club, with Admiral Luce in the chair.

He congratulated Leamington on its fine club, and inspected the many naval trophies which decorate the walls.

The same evening the Admiral and Lady Luce were among the 300 who attended the celebration dinner and dance. Also present were the mayor and mayoress of the borough.

On the Sunday the branch laid up its old standard. The parade, which included representatives of 15 branches from the Area, was headed by the band of the Royal Marines, (Plymouth).

The salute at the march past was taken by Admiral Luce, and with him were the mayor and mayoress.

All 500 on parade were entertained to lunch and afterwards to "sippers" at the club.

During its 21 years the branch has donated several hundreds of pounds to local and national

charities, as well as collecting over £300 for the Submarine Affray disaster fund and another £200 for the Truculent fund.

At the annual meeting, held on February 9 — the first to be held in their own club — the secretary said that since the club was opened full membership had risen from 65 to 143, plus 25 club members.

He also said that the first year's working had produced a profit of £2,188, and paid tribute to those, especially the Women's section, who had worked so hard.

'At home'

Nearly 100 were present when Ramsgate branch was "At home" to Bromley Naval Club for a social and dance on February 22.

Thanking the branch for its hospitality, the Bromley chairman said he hoped Ramsgate would soon realize its ambition and have its own headquarters and club. He invited Ramsgate members to Bromley as soon as they could "make it."

Ladies to fore

In most branches of the Royal Naval Association the ladies play an important part.

At Newton Abbot, the work has produced some very tangible results. At the annual meeting of the branch, Mrs. E. Millman, the ladies' chairman, handed a cheque for £125 to Shipmate C. Lewis, branch chairman.

Last year the amount the ladies gave branch funds was £100 — double that presented the previous year.

At the meeting, the newly-elected president, Shipmate W. G. Langridge, said that present membership was a record.

The branch had held many

PASSING ON HIS SWORD

Lieut. W. T. Ash, who retired from the Service in 1929, presented the sword he bought on his promotion to Chief Officer in 1919, to Sub-Lieut. R. C. Styles, at H.M.S. Mercury on February 24.

Sub-Lieut. Styles passed out top in a communication specialization course.

Lieut. Ash, who joined the Navy in 1890, trained as a signal boy in H.M.S. Victory, which was then the signals training school. Later he qualified as a W/T rating and was employed in the Coast-guard Service.

socials, dances and outings, and there was nearly £450 in the bank.

Shipmate C. Lewis, who had been chairman, was elected secretary, and he is also chairman of No. 4 Area. The branch chairman is Shipmate J. Healey.

Healthy branch

The finances of the Aylesbury and District branch took a turn for the better last year, the deficits of the previous five years becoming a small surplus.

The branch, with a balance of nearly £500, is in a healthy state. Membership at the end of the year was 83.

The benevolent secretary said he was pleased to report that there had been no calls on the funds, except to give cigarettes to naval personnel at Stoke Mandeville Hospital.

REUNIONS

Portsmouth R.M. ex-Buglers' Dinner Club. The 1969 dinner will be held at Eastney on October 25. Tickets £2. Anyone wishing to attend please contact the secretary — H. J. Camp, 20, Abbey Road, Fareham, or the assistant secretary, R.M. Barracks, Eastney.

Annual reunion dinner and dance of the R.N. Sick Berth Staff Retired Members' Association will be held at the Westminster Arms, 75, Page Street, Victoria, S.W.1, on May 3. Tickets (25s.) and details from Mr. J. W. Jack, 36, Rose Glen, Kingsbury, N.W.9.

At the 5th reunion dinner of Captain Walker's Old Boys' Association in Bootle Town Hall on May 3, a painting of the captain will be presented to the Borough Council. All who served in any of the groups commanded by Capt. Walker are invited. Tickets (42s.) from Mr. Freestone, 6, Arrian Way, Rainford, or Mr. McNeil, 8, Wheatley Avenue, Bootle.

Mrs. D. Eaton, of 8, Llanynnewydd, Penclawdd, near Swansea, whose former husband Charles A. T. Cheeseman, was a shipwright in the destroyer Jaguar, sunk by a U-boat in the Mediterranean on March 26, 1942, would be glad to hear from any survivor.

BLADES, TELL YOUR TALE...

In a letter to "Old Blades" — officers and men who served in H.M.S. Sheffield — Lieut.-Cdr. H. R. Treseder, of 77, Pembroke Road, Charlcombe Bay, Portishead, Bristol, says he is going to try to tell the story of the ship, but needs the help of those interested.

He says: "If you have a story, please sit down and write to me. Put down all that you can



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"UNITY—LOYALTY—PATRIOTISM—COMRADESHIP"

Pelted captain with cups

The mention of the new H.M.S. Achilles in a recent issue of Navy News kindled the memory of the secretary of the Sevenoaks branch, Shipmate C. F. Tinker.

He wonders whether any who served with him in the old four-funnelled cruiser Achilles in the First World War are still in the land of the living.

He says: "I went aboard the Kent at Chatham last year. It is enough to make any old matelot turn in his hammock to see the new Navy. We used to burn 1,800 to 2,000 tons of coal to cross the Atlantic and then, as all old sweats know, every time you entered harbour it was, 'Hands to clean into coaling rig,' and the great slog began."

"I remember," he says, "we were coaling ship in New York on November 11, 1918, when the news of the Armistice was received."

A RACE

"We were having a race with a French and an Italian ship. They downed shovels and went ashore to celebrate, but our commanding officer, Captain Blunt, ordered us to finish coaling and then took the ship to sea."

"When the men were ordered to go into two watches, some stokers refused to go below. Captain Blunt took a file of Marines to the messdeck, but he was bombarded with cups and plates. (We had none to eat off after that.)"

"Then the padre — his name was Parker — pleaded with the stokers, who eventually turned to."

Shipmate Tinker says that when the Achilles was in dry dock at Birkenhead, the captain's wife said the ship was filthy, and the upper deck had to be scrubbed.

WET PASSAGE

"Needless to say," says Shipmate Tinker, "Jack gave the dockyard maties a wet passage, and they went on strike."

remember. Any photographs that you think will be suitable will be welcome, but please put your name on the back so that they can be returned to you."

He goes on: "I am particularly in need of information about the 1947-48 cruise round the east and west coasts of North and South America, which included a visit to the Falkland Islands."

Welcoming all suggestions,

Big parade for Merseyside

Merseyside branch of the Submarine Old Comrades' Association is to dedicate its standard in Liverpool Cathedral on Sunday, April 13.

The service will be conducted by the Dean of Liverpool, the Very Rev. E. H. Patey, and the address given by an ex-submariner, Cdr. the Rev. O. J. F. Lockwood St John.

Rear-Admiral Sir Anthony Miers, V.C. is to take the salute at the march past.

In addition to the Lord Mayor and Lady Mayoress of Liverpool, 12 mayors from surrounding boroughs will be present.

An Army pipe band is to lead the parade and every Service

will be represented — Navy, Army, and Royal Air Force, together with Sea Cadets and Army Cadets. The fanfare will be played by Liverpool City Police Band.

After the parade there is to be a reception in H.M.S. Eaglet, headquarters of Mersey Division of the Royal Naval Reserve, and presentations will be made to the Merseyside branch president (Mr. R. Pounder) and Capt. H. T. Duffy, Captain of H.M.S. Eaglet.

Death of Don Murray

The coming-of-age party of the Ashford branch at the Willesborough Royal Naval Club on February 8, the anniversary of the founding of the branch, was a poignant occasion.

For, seriously ill at his home nearby, was Shipmate L. G. (Don) Murray, a vice-president of the branch and a founder member, and the donor of the Don Murray trophy to No. 2 Area.

His most earnest desire and many years of devoted service and personal effort were crowned with success when on September 3, 1966, the branch acquired its own permanent premises.

It was on a sombre note, therefore, that the president, Shipmate Capt. Donald MacIntyre, unveiled a plaque naming the new premises "The Don Murray Hall."

It was in accordance with Shipmate Murray's wishes, however, that the sad circumstances should throw no shadow over the subsequent proceedings, in the course of which the handsome 21st birthday cake was cut with due ceremony, Mrs. MacIntyre using her husband's sword.

Shipmate "Don" Murray died peacefully on February 28, and his funeral on March 5 was attended by a large number of branch members.

At his request the ashes were scattered at sea off Dover, a launch manned by members of the R.N. Auxiliary Service being used for the purpose.

DIED IN CLUB HE LIVED FOR

The Lincoln branch chairman and No. 9 Area National Council representative, Shipmate Frank Stephenson, died suddenly on March 8.

When he returned to civilian life in 1945 he joined the R.N. Old Comrades' Association, subsequently renamed the Royal Naval Association, and in 1957 became branch chairman, a position he held until his death.

Approximately five years ago he felt that the Lincoln branch should have its own club and, despite the many sceptics, he and his committee worked to raise funds. Eventually the club was opened and later extended.

Shipmate Stephenson lived for the club and the R.N. Association, and he actually died in the club, having been called out by the police to check the premises after a break-in.

Shipmate S. Dufton, a member of the branch, said: "Frank Stephenson was a first-rate man and an inspiring leader and, in fact, the new Lincoln club, in my opinion, is a monument to him."

A reader of Navy News since its inception in 1954, Mr. J. M. Hutchinson, of Ulverston, died suddenly in February. Mr. Hutchinson served in the Harwich Flotilla during the First World War.

The death has been reported of Mr. R. D. Hall, secretary of Manchester branch of the Submarine Old Comrades' Association.

Seeking Naval Brigade men

This year is the 70th anniversary of the siege of Ladysmith. If there are any surviving veterans of the Naval Brigade in the South African (Boer) War, would they contact Lieut.-Cdr. T. R. W. Mundy, the Field Gun Battery Commander, H.M.S. Excellent, Portsmouth, PO2 8ER.

Chirpy crew

All officers of Purley and District branch are "steaming well" and were re-elected at the branch annual meeting. The bank account was reported to be satisfactory.

The branch has entertained 70 old folk to dinner and has also had parties from Chislehurst and Finsbury

Lieut.-Cdr. Treseder says: "Between us all there is a fine story waiting to be told, but it can only become a reality with your help."

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Grenville's men try saki - and soccer

Sightseeing in Japan was enjoyed by members of the ship's company of H.M.S. Grenville, whose programme brought her back to Portsmouth on April 1 after being away from home a week less than a year.

With 26 years' service behind her, the Grenville is now the oldest operational escort in the Navy. But she has held her own in the fleet and made an important contribution to our forces both east and west of Suez.

The Grenville sailed from Portsmouth on April 9 last year and after a short spell in the Mediterranean spent two periods on Beira patrol. She visited Mombasa from which members of the ship's company visited the Kenya national park. They also saw Mount Kilimanjaro.

In the Far East the Grenville

took part in major exercises and weapon training.

For six weeks she was guard-ship at Hongkong, where a number of tasks were undertaken to help villages, homes and hospitals. Members of the ship's company built a football pitch and jetty, and carried out repairs and painting jobs in hospitals.

In Japan the Grenville visited three ports on the Inland Sea—Hiroshima, Etajima and Beppu. Here the highlights were Japanese food served with saki, hot baths, sightseeing and sport.

The ship's soccer team put up a creditable performance against the top amateur club in Japan.

During the visit a good liaison was maintained with the Japanese Self-Defence Forces.

Christmas was spent in Singapore and the New Year in Bangkok.

HIGHLIGHT

Highlight of the commission was a visit to Geraldton, Western Australia, where a lavish welcome was arranged for the Grenville and accompanying RFA Regent. The Grenville also called at Fremantle.

On her arrival at Portsmouth the Grenville, commanded by Cdr. G. M. K. Brewer, had steamed 74,000 miles with the present ship's company. She recommissions on April 24 for Home Sea Service as ASWE trials ship and later in the year will replace H.M.S. Wakeful.

GALLANTRY

Three members of the crew of H.M.S. Northumbria, the coastal minesweeper of Tyne Division, R.N.R., have been commended for initiative and gallantry after a collision at sea.

In the subsequent inquiry, the Northumbria was absolved of any blame for the collision.

The three men who have been commended by the Admiral Commanding Reserves, Rear-Admiral B. C. G. Place, V.C., are ERA i/c E. A. Davis, EM O. R. Gibson and AB J. White.

Farewell to Alderney

The retiring Lieutenant-Governor of Guernsey, Lieut.-General Sir Charles Coleman, embarked in H.M.S. Wakeful to bid farewell to Alderney.

Flying the Lieutenant-Governor's standard, the Wakeful steamed round the Bailewick with the Lieutenant-Governor watching from the bridge, and came to anchor in the narrow confines of Alderney's pretty harbour Braye.

General Coleman, accompanied by his A.D.C. and Wakeful's commanding officer, Lieut.-Cdr. David Whitehead, was landed by the ship's motor boat and attended evensong at St Anne's Church before starting a round of farewell calls.

Monday morning included a meeting of the States of Alderney, the island's own parliament.

The Lieutenant-Governor's party re-embarked in Wakeful in the afternoon for a spectacular return passage to Guernsey.

General Coleman was presented with a crest of H.M.S. Wakeful by the officers as a memento of the many trips he had made in her.

He is being succeeded by Vice-Admiral Sir Charles Mills, Commander-in-Chief, Plymouth.

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Royal Navy

PELLEW SHOOTS HER BOLT



This "action" picture is claimed to show the first "live" firing of the highly-secret Portland Pellet by H.M.S. Pellew - due to pay off in April. The photographic evidence appears to show a "missile" rising vertically from the funnel. And they say the camera never lies. (No prizes for the explanation.)

Why did you join, daddy?

(OR A SURGEON'S TALE)

My children are now at an age when asking questions is a popular pastime. Noticing my old naval cap lying around one day, one of my daughters said, "Why did you join the Navy, daddy?"

"Because I liked it," I replied.

"But how did you know that you would like it," came the next question.

So I had to confess that I had to join one of the Services, and really picked the Navy.

As the questions rolled in, and to save getting too involved, I told her that daddy was writing his life story and she could read all about it in due course.

It was not easy getting under way with such a project, but as my tale unfolded, I realized just how much I owed to other people's encouragement, and how I would never have fulfilled my life's ambition had I not received so much help from many people in the Service, and in whose eternal debt I remain.

FIRST ATTEMPT

Let me start from the point in 1938 (or was it early 1939), when I first made an attempt to join the Royal Navy.

I was passed medically and educationally fit, but to my consternation was rejected for the Sick Berth Branch because I was the unfortunate possessor of a set of dentures.

Apparently I could not serve in the peace-time Navy under such a handicap.

However, in 1939, under the Military Training Act, I had to join one of the Services for six months, so why not the R.N.? I opted thus for the R.N. and unknowingly, six years' service.

HOLIDAY CAMP

My first ship was H.M.S. Royal Arthur, alias, Billy Butlin's holiday camp at Skegness. My title was now Probationer Sick Berth Attendant, Hostilities Only (P.S.B.A.H.O.).

After a spell at a naval hospital and passing examinations, I became a Sick Berth Attendant, and later a Leading Sick Berth Attendant.

In 1941, I found myself out in the "Med." at Alexandria, on board the "White Lady," H.M. hospital ship Maine. There I was to spend three of the happiest years of my life, visiting Egypt, North Africa, Malta, Sicily, Greece, etc.

It was during this period that I first came across a chief petty officer who was in many ways, my inspiration.

I recall his words clearly, "Be all for it, while you are in the Navy. If you put nothing in, you'll get nothing out."

Yes, "Bogey," you were the embodiment of all that a naval officer should be.

HARD STUDY

Thus encouraged, I got down to some hard study, and was subsequently rated Petty Officer. The possession of brass buttons

made me the proudest man in the ship.

Returning to the U.K. in 1945, I was posted back to my old hospital. One day I was summoned to the Admiral's office, and on route thought of the many reasons why my presence was desired.

One reason had certainly not entered my head, and it was indeed a shock when the Admiral said, "Congratulations, Chief."

There, after five years, I was messing with some of the old chiefs, several of whom had licked me into shape as a greenhorn, not so very long ago.

When demob. came along, I had certain pangs of regret at

leaving the Service, which I had grown to admire and respect.

So here I was, facing Civvy Street with no trade or profession to fall back on.

During my last year in the Navy I was granted leave for study purposes, and was successful in passing an examination for university entrance.

PIPE DREAM

On leaving the Service, I was asked what I intended to do outside. Jokingly I replied, "Get two rings on my arm, come back through the gates in uniform, and get saluted for a change, instead of being asked how much 'bacca' I had."

This I must admit, was very

much of a pipe dream. Fate continued to bless me with some of its good fortune, and a life's ambition was realized when I finally qualified in medicine and joined the R.N.R. as a medical officer.

For many years afterwards, I served in the R.N.R. at home and abroad, and spent many happy times with the R.N.

As Burns said, "The greatest misfortune of my life was to want an aim."

SEEK A GOAL

I write this article in the hope that some of you still serving in the Navy will be inspired to seek a goal and so utilize some spare time to study and so perhaps realize your ambitions, whether they be inside or outside the Service.

Opportunity doesn't always knock, it may have to be looked for.

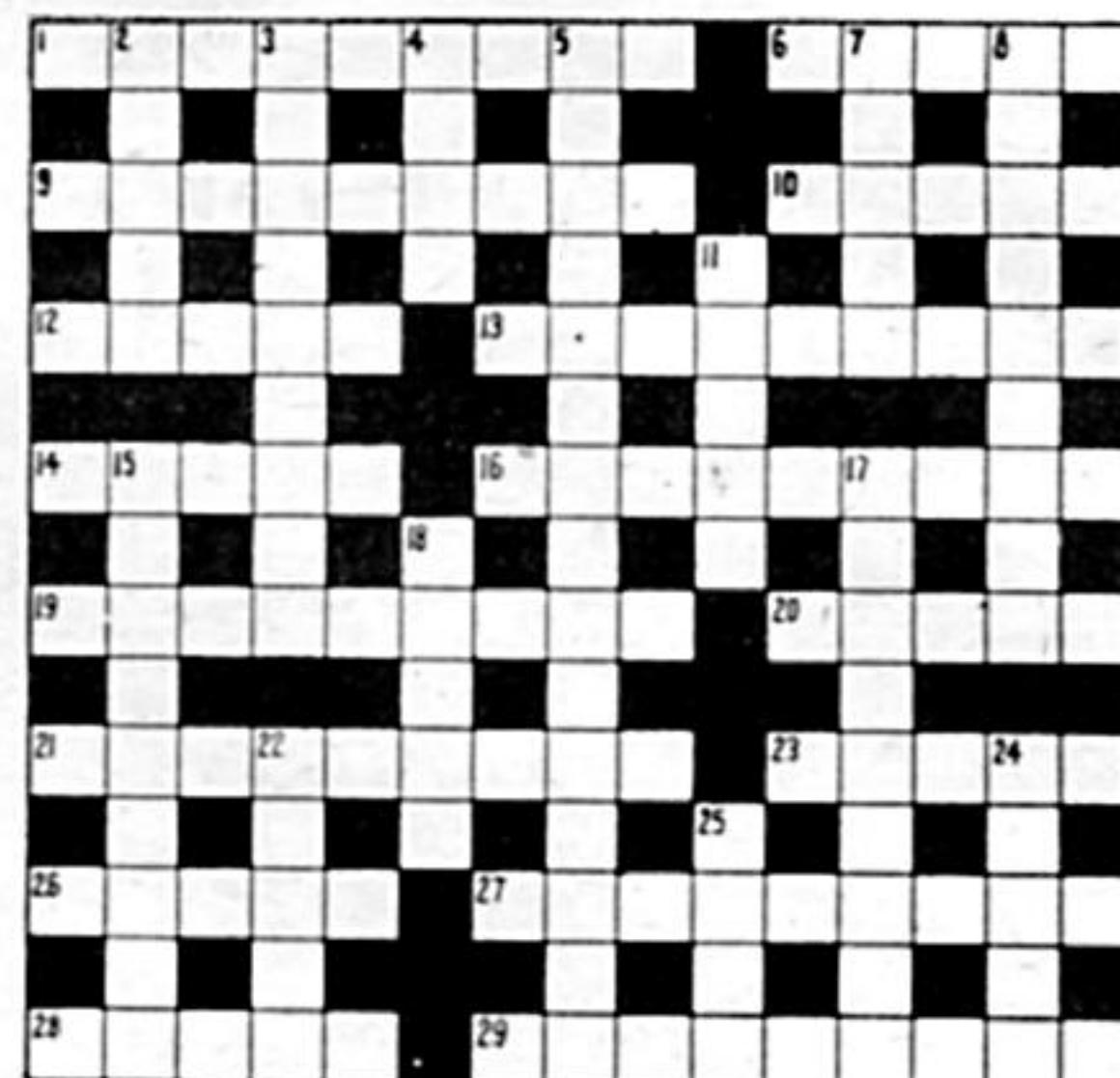
Don't let a lack of education deter you from making a start now - I know, because I left school when I was 14 years of age.

- J.L.

ACROSS

Crossword 2

Here is the second of the new series of Navy News crosswords. Entries close on April 24 and should be addressed to Crossword No. 2, Navy News, Royal Naval Barracks, Portsmouth. The sender of the first correct solution opened will receive £10 worth of savings certificates.



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.....

SOLUTION TO CROSSWORD 1

Across: 1, Trinket; 5, Trumped; 9, Aesop; 10, Multiples; 11, Presently; 12, Opera; 13, Dates; 15, Barometer; 18, Stringent; 19, Dames; 21, Oasis; 23, Cook books; 25, Pullovers; 26, Alive; 27, Dresses; 28, Everest.

The winner of the £10 prize was W. G. Baker, 21, Whitworth Road, Southampton.

Down: 1, Trapped; 2, Inspector; 3, Kopje; 4, Timetable; 5, Tally; 6, Uniformed; 7, Pulse; 8, Despair; 14, Sandshoes; 16, Retrousse; 17, Temporis; 18, Shopped; 20, Suspect; 22, Salve; 23, Cress; 24, Blaze.

25, Catches the police (4).

NAVY COOKS STRIKE COMPETITION GOLD

Against stiff competition from hotels, training colleges and schools throughout the country and the other two Services, men and women chefs of the Royal Navy scored sweeping successes at one of Britain's top culinary competitions.

They won a total of seven gold (five in open classes), 10 silver and 11 bronze medals at Bournemouth Hotel and Cater-

Wren 'chef de cuisine'

ing Exhibition in March.

Altogether there were more than 100 entries from the R.N. School of Cookery at the R.N. Supply School, H.M.S. Pembroke, Chatham, other establishments and H.M. ships, the W.R.N.S. and the Royal Marines.

The two most successful individuals were CPO Ck. James

Ticehurst, serving in H.M.S. Fife, and PO Wren Marilyn Vera Hill, who left the W.R.N.S. to marry on March 29. Each won two gold medals.

CHOCOLATE HANDS

CPO Ticehurst won his golds for a beautifully decorated ham and a pair of hands fashioned out of chocolate, both in open classes. He also gained a diploma of merit in the pastillage class with a miniature grand

piano in icing sugar.

PO Wren Hill became "chef de cuisine" of all three women's Services for the second time running when she won a class, open to female cooks of the Services, in which three dishes — egg, joint and sweet — had to be cooked.

She also led a three-Wren team to win a live cookery demonstration open to teams, male and female, of all three Services.

It was quite a triumph for the W.R.N.S. as this was the first time they had entered a team. To beat the men, Marilyn and her team-mates, L. Wren Ann Chilton and L. Wren Anne Hall, had to prepare and cook a four-course meal in 45 minutes.

SPECIAL PRAISE

After the competition, Lieut. Arthur Willcox, the cookery training officer at the School of Cookery, said: "The results were very gratifying."

Special praise goes to CPO Ck. Alfred Fielding, senior instructor at the R.N. School of Cookery. He and other instructors devoted much of their spare time to grooming "new boys" who had not taken part in competitions before. Even so, CPO Fielding managed to gain a silver medal in the decorated or crayfish section.

All Navy entrants prepared their exhibits in their own time at the Chatham School of Cookery, the finishing touches being given at the Amphibious Training Unit, Royal Marines (Poole).

The Marines had the pleasure of eating some of the beautifully prepared and decorated dishes after the competition.



CPO James Ticehurst with his prizewinning exhibits at Bournemouth.



PO Wren Hill receives her awards from Cdr. M. E. Lane, the training commander at the R.N. Supply School, Chatham.

Murray wine tasting

During the four-day visit of H.M.S. Murray to Oporto, the centre of Portugal's wine shipping area, visits were made to port wine lodges, and tasting sessions confirmed the excellence — and potency — of the local wine.

H.M.S. Murray berthed in the port of Leixoes for the visit to Oporto, and a children's party for 57 local orphans attracted the attention of Portuguese television.

Hockey and soccer matches were played, the hockey team losing 1-2 to a team composed mainly of British residents, and the soccer team drawing an exciting game 4-4 against a local club.

When the ship was open to the public about 400 visitors went aboard, despite pouring rain.

Cyclo-cross leader

CPO Wtr. Nick Carter, who has been organising and riding in cyclo-cross events at H.M.S. Dryad, has taken pride of place among the Navy riders.

In one event he was the first R.N. rider, in ninth place. ERA1 John Taylor came a creditable 11th and NAM(O) Terry Bateman 12th, with M(E)1 Ian Beilby 17th. All had virtually no previous cyclo-cross experience.

A subsequent Services event was a win for Terry Bateman, with John Taylor second and Ian Beilby third.

Terry Bateman, who while in the Far East put in some useful rides and continued to ride on his return to the U.K., has now been invalided from the Service. As well as Navy events, he turned out for representative teams at inter-Service level.

Rosyth visitor

The largest ship in the Royal Fleet Auxiliary fleet, the R.F.A. Derwentdale — a fleet replenishment oiler — visited Rosyth recently. Of 72,000 tons, with a length of 800 feet and an acre-and-a-half of upper deck space, she was the largest ship ever to have gone alongside at Rosyth.

VIKING TROPHY FOR MOHAWK



In appreciation of the rescue last October of 39 crew members of the Norwegian tanker Sitakund, on fire in the Channel, the owners have presented H.M.S. Mohawk with a model of a Viking ship in silver.

The model was handed over by Captain of the Western Fleet, Capt. R. E. Roe (left) to the Mohawk's commanding officer, Capt. D. B. Morison. Capt. Roe made the presentation on behalf of the Chief of Staff, Western Fleet, Rear-Admiral P. W. B. Ashore, who had received the model from the ship owners.

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NEW BOOKS — APRIL 1969

THE BATTLE OF ST VINCENT

by Col. Drinkwater Bethune, F.S.A.

An eye witness account of this famous naval battle, first published anonymously in 1797 at a time when official dispatches only tardily acknowledged the success of Commodore Nelson. From the quarterdeck of the frigate "Lively" the author enjoyed a ringside view of the entire action and it is from his notes and drawings made at that time that this narrative was published.

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A 1969 reprint of this scarce and authoritative work. The author was a master mariner and wrote extensively on matters of ship design and construction; practical seamanship, and defence and attack in War at Sea. The 4th edition of his Treatise on Naval Architecture published in 1794 was enlarged and improved to include his earlier works and is a virtual mariner's vade mecum. This book is a facsimile reprint of the 1794 - 4th Edition.

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From September the School will start accepting girls and developing as a co-educational boarding school with day places. Girls will in 1969 be admitted between seven and twelve. There are at present 180 boy boarders and 200 day places between seven and eighteen; there are 55 in the Sixth Form. Special arrangements are made for the musically gifted. A development plan including a Sports Hall, a small Theatre and an Art and Design Centre will be completed this Summer.

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This volume deals with carrier-based aircraft, and covers work in the Atlantic and the Arctic, the Mediterranean, Force "H," the Indian Ocean, and the British Pacific Fleet.

A subsequent volume will deal with the work of the Fleet Air Arm units not engaged directly in aircraft carrier operations.

ADMIRAL'S PRAISE

It is a fascinating book, and as Vice-Admiral Sir Donald Gibson, a former Flag Officer Naval Air Command says in a foreword, "a significant contribution to military history."

Containing nearly 150 excellent pictures (many taken in actual action conditions) of carriers and aircraft of every kind used in the Fleet Air Arm during the Second World War, the author gives the dispositions of all the ships and aircraft involved in chronological order — their work and achievements.

The thousands who served in the Fleet Air Arm will be delighted with this remarkably fine book.

After Coronel

The place — the German Club, Valparaiso. The date, November 3, 1914 — two days after the Battle of Coronel, during which the Good Hope and the Monmouth had been sunk

with the loss of Rear-Admiral Sir Christopher Craddock and nearly all the ships' companies of the two ships.

"To the damnation of the British Navy" was the loudly proclaimed toast of a somewhat intoxicated club member.

The victorious Admiral Count Von Spee commanding the German East Asiatic Squadron of five cruisers, raised his glass — "I drink to the memory of a gallant and honourable foe," he said.

In his book "The pursuit of Admiral von Spee" (George Allen and Unwin, Ltd., 40s.) Richard Hough writes of the two historic naval actions at Coronel and the Falkland Islands, which marked the culminating points of one of the greatest sea hunts of modern times.

GERMAN SIDE

The author is concerned in this book mainly with the German side of the events, and the experiences and conduct of Admiral von Spee, who knew he and his squadron were doomed.

This doom came five weeks after Coronel at the Battle of the Falkland Islands when Vice-Admiral Sir Doveton Sturdee and his squadron sank the Scharnhorst, Gneisenau, Nürnberg and Leipzig with tremendous loss of life, including the German admiral and his two sons.

The senior German survivor of the Falklands battle was the commander of the Gneisenau, Admiral Sturdee sent him a message — "We much admire the

NEW ON THE BOOKSHELF

good gunnery of both ships (Scharnhorst and Gneisenau). We sympathize with you in the loss of your admiral and many officers and men."

Jack's history

In his book "Wooden World," published in 1707, Ned Ward drew a picture of the "most glorious piece of the creation called a Tar — a salt-water vagabond, who is never at home but when he is at sea, and never contented but when he is ashore: never at ease until he has drawn his pay, and never satisfied until he has spent it; and when his pocket is empty he is just as much respected as a father-in-law is when he has begged himself to give a good portion to his daughter."

Despite the British seaman's long history of devotion to service, probably no group of people has been so thoroughly misunderstood.

John Laffin, born in Australia in 1922, but who has lived in Sussex since 1956, in his book "Jack Tar — the story of the British Sailor" (Cassell, 36s.), writes authoritatively of Jack's virtues and vices.

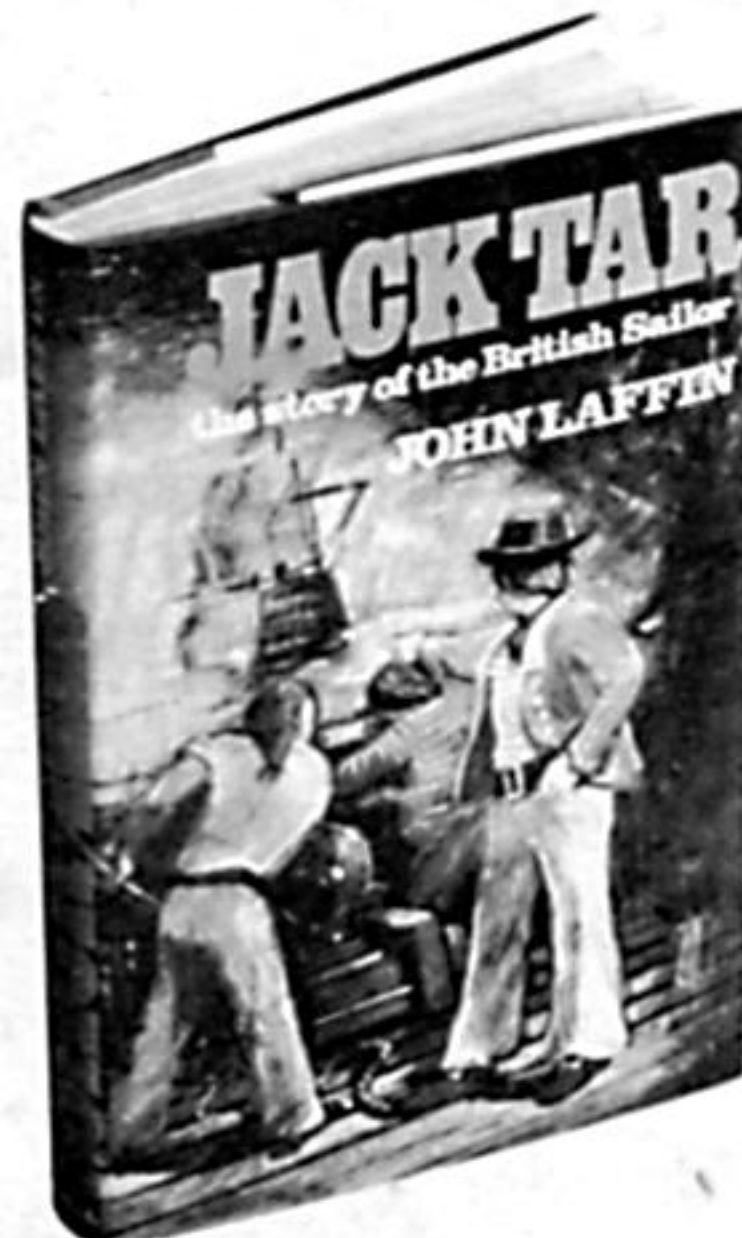
The author writes of the notorious press gangs, the wicked punishments, and vile conditions (salt beef issued on the West Coast of Africa in 1834 had been salted in 1809).

With nearly a couple of dozen of excellent illustrations, "Jack Tar" is a readable and absorbingly interesting history of the men who from about 1500 to the present day have made the Royal Navy pre-eminent.

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The First Sea Lord, Admiral Sir Michael Le Fanu, discusses the growth of CPO John Wilkie's beard during his flying visit to H.M.S. Condor. The Admiral toured the establishment, and visited the Venture training camp at Glen Esk.

CONDOR'S DO-IT-YOURSELF AIRCRAFT

Trainees and instructors in the factory at H.M.S. Condor have started to build their own aircraft.

Called the Condor Kittiwake, it is claimed to be the first all-metal "home-built" aircraft in the country and is being constructed from plans supplied from Procter Aircraft Associates Ltd., of Camberley, Surrey.

The tail fin is already complete. When the plane is finished in 1970 it will be used for glider towing. It should give many years' service at low cost.

A total of about 150 ratings will work on the construction.

Procters have built and flown a Kittiwake I, which has already proved most successful.

The photograph below of the Kittiwake I prototype in flight is reproduced by courtesy of Lorna Minton.



7 nations in 'Razor Sharp'

Ships and aircraft from seven nations took part in a medium-scale NATO maritime exercise, Razor Sharp, in the English Channel.

The exercise was scheduled by Admiral Ephraim P. Holmes, U.S. Navy, Supreme Allied Commander Atlantic, in Norfolk, Virginia, and Admiral Sir John Bush, Commander-in-Chief Channel, in Northwood.

Maritime units were provided by Belgium, Denmark, the Netherlands, Portugal, and the United Kingdom. The Standing Naval Force Atlantic, at present consisting of destroyers and frigates contributed by the Netherlands, Norwegian, U.K., and U.S. navies, also took part.

The purpose of Razor Sharp was to exercise NATO and national forces and headquarters in their defence tasks in an area of great strategic importance.



This is Ray Towell. Aged 46. He's married with three children; Kathleen 21, Gordon 16 and Susan 7, and has his own house at Stone in Staffordshire.

He served in the Royal Navy for 24 years. When he came out under the premature retirement scheme he was a Marine Engineer officer.

That was seven years ago. And seven years ago, Ray Towell chose Michelin out of many companies as the one offering the best opportunities for him in a civilian career.

He believes that Michelin's induction training course gives anyone fresh from the services a breathing space and a chance to measure himself against a civilian's capabilities. And he found, himself, that his initial lack of experience in industry was no handicap against his promotional chances within the Company.

Here he tells about his career with Michelin:

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Ray Towell is doing well in his civvy street career at Michelin. So are many other ex-servicemen. Michelin want more like them... men with an ambition to carve out

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APPOINTMENTS

Far East Fleet changes

Changes in the Far East Command have recently been announced. Vice-Admiral W. D. O'Brien, the Commander Far East Fleet, is to be relieved in September by Rear-Admiral L. D. Empson, who is to be given the acting rank of vice-admiral from August 3.

Another change is that Rear-Admiral T. T. Lewin is to succeed Vice-Admiral A. T. F. C. Griffin as Flag Officer Second-in-Command Far East Fleet.

Vice-Admiral Griffin has been appointed as Flag Officer, Plymouth, to take up the appointment in September.

Rear-Admiral J. C. Y. Roxburgh is taking up the appointment of Flag Officer, Plymouth, in May this year, pending Admiral Griffin's arrival.

SEA TRAINING

Rear-Admiral J. A. R. Troup becomes Flag Officer Sea Training in May.

Rear-Admiral F. C. W. Lawson has been appointed Flag Officer Medway and Admiral Superintendent, Chatham.

Capt. I. Easton has been appointed Assistant Chief of Naval Staff (Policy) to take effect in June, in the acting rank of rear-admiral, and to be promoted rear-admiral July 7.

Rear-Admiral Allan F. Fleming is to take over command of Maritime Air Mediterranean (Marairmed) in June.

Other appointments recently announced include:

Capt. J. R. C. Johnston, Director of Air Material (Naval), March 21.
Capt. N. H. Mallin, Chief of Staff Officer (Technical) and Insp. Gen. Fleet Maintenance, C-in-C. Western Fleet, August 1969. Promoted rear-admiral July 7.
Capt. D. J. Bent, Leander, March 10 and in command d.t.b.r.
Capt. P. M. Austin, Hermes in command July 2.
Surg./Capt. A. O'Connor, Deputy Medi-

cal Director General (Naval) in rank of surgeon commodore June 30.

Capt. S. F. Berthon, Director of Defence Policy (C). To serve in rank of commodore while holding this appointment, May 24.

Capt. B. H. G. M. Baynam, Norfolk in command, July 1.

Capt. O. N. A. Cecil, Tenby in command and as Capt. (D) Dartmouth Training Squadron, July 31.

Capt. D. G. Satow, Thunderer in command, June 25.

Capt. D. G. Parker, Promoted rear-admiral and to be Assistant Chief of Naval Staff (Op. and Air), July 1969.

Cdr. T. G. A. Ram, Hermione, June 2 and in command on commissioning for trials and service.

Cdr. F. D. Stanley, Hermes as cdr. (air), August 13.

Cdr. J. M. W. Morgan, St Angelo, June 23 and as Executive officer.

Cdr. R. F. White, Raleigh as Executive officer, July 18.

Cdr. G. M. K. Brewer, Excellent as Executive officer, August 15.

Cdr. K. H. G. Willis, Collingwood as training commander, Sept. 12.

Lieut.-Cdr. R. F. Channon, Olympus in command, March 22.

Lieut.-Cdr. E. M. England, Dundas, June 30 and in command.

Lieut.-Cdr. H. Peltor, Acheron in command, Sept. 17.

Lieut.-Cdr. D. G. Eliot, Manxman add., March 10 and in command.

Lieut.-Cdr. R. C. Dimmock, Fulmar for 801 Squadron and in command, August 1.

Surg/Cpts. R. P. Phillips and J. Watt have been appointed honorary surgeons to the Queen.

Surg/Capt. P. J. O'Meara has been appointed an honorary physician to the Queen.

Sport in brief

Portsmouth Command Six-a-side hockey cup has been carried off by H.M.S. St George, probably better known as the S.D. Officers' School, Eastney.

They were one of the outsiders in a strong field of starters for this annual event.

The final, well contested by H.M.S. Ganges, was decided by a penalty corner.

* * *

Best performance by a Navy rowing eight in the Exeter Head race came from R.N.E.C., Manadon. They finished third out of 18 over a three-mile course.

In the racing fours, B.R.N.C. Dartmouth finished third out of 12.

* * *

A team from H.M.S. Caledonia, Rosyth, won the Navy junior (under 19) basketball championships at H.M.S. Daedalus, beating H.M.S. Fisgard 44-32 in the final.

Most thrilling match of the day was the semi-final in which H.M.S. Fisgard beat H.M.S. Collingwood 44-40. In the other semi-final H.M.S. Caledonia beat the Royal Marines 43-15.

In memoriam

Clive Hardingham, RS(W), P/JX921538, H.M.S. Danae, January 13.
Colin Bleakley, AA 1/c, L/F, 977776, H.M.S. Heron, January 29.
Albert J. Hagger, LAM, L/F, 944904, H.M.S. Daedalus, February 8.
Paul F. Fleming, CPO, P/JX 839293, H.M.S. Ganges, February 13.
Philip A. Norcott, Mech'n 1/c, D/KX907590, H.M.S. Tyne, February 18.
Robert A. Quinton, CEM 1/c, D/090769, H.M.S. Collingwood, February 28.
A/Sub.-Lieut. Hugh J. Mansel-Smith, H.M.S. Goldcrest, March 3.
Dennis Westbrook, ERA 1/c, P/MX 766791, H.M.S. Dolphin, March 9.
Lieut. (CS) Cecil F. Moon, R.N. and R.M. Careers Office, Brighton, March 16.
Lieut.-Cdr. John D. Sodeberg, H.M.S. President, March 18.

LATEST FILMS RELEASED FOR THE FLEET

TV series soon on big screen

Viewers who have been engrossed by the Mountbatten series on Independent Television, as well as those who have missed it, will learn with pleasure that the series has been acquired for screening to the Fleet.

Besides the benefit of the large screen, there will be the added advantage of colour. The series will probably be released in April or May after the 12 episodes have completed their television screenings.

Entitled "The Life and Times of Lord Mountbatten," it follows — mostly in the first person — the glittering career of Admiral of the Fleet Earl Mountbatten of Burma, who has stood at the centre of the great events in which this country has been involved in the Twentieth Century.

The full list of latest releases to the Fleet by the Royal Naval Film Corporation is:

A Lovely Way To Go — Kirk Douglas, Sylva Koscina and Eli Wallach. A mysterious murder story, this tautly-written film mixes fierce action with sardonic humour. (Rank Film Library.)

No. 725

The Green Berets — John Wayne, David Jannsen and Aldo Ray. A spectacular and often thrilling picture of war in Vietnam, the film builds up to realistic battle action sequences. (Warner Pathe.)

No. 726

Duffy — James Coburn, James Mason and Susanah York. A story of robbery and swindle, the film has an ingenious and exciting plot. (Columbia.)

No. 727

With Six You Get Egg Roll — Doris Day and Brian Keith. A family comedy story, this is a bright, romantic and amusing picture. (Warner Pathe.)

No. 728

Hammerhead — Vince Edwards and Judy Geeson. This is a special agent adventure told with gusto and humour and the lively entertainment includes plenty of action. (Columbia.)

No. 729



Sylva Koscina, in the role of a woman accused of murdering her wealthy husband, gives herself a pedicure while listening to Kirk Douglas, playing an ex-detective she has hired to protect her from reporters. A scene from the suspense drama, "A Lovely Way To Go."

'SCRAN BAG '68' MAKES ITS BOW

First Sea Lord's 'face-to-face'

The Royal Navy is getting used to the energetic activities of its professional boss, and now he is to take a bow in every ship and establishment — on celluloid.

Admiral Sir Michael Le Fanu, First Sea Lord, "co-stars" with Richard Baker, television personality and Reserve two-ringer, in "Scran Bag '68" — the Navy's film record for the year, which had its world premiere at the Admiralty Cinema, Whitehall, on March 17, before an audience of television, radio, and Press representatives, and senior officers of the Service.

For the uninitiated reader, a naval scran bag is a collection of odds and ends of personal property left lying about. To give this self-deprecatory title to the film is a typically Service approach, but it is appropriate to the circumstances of the production.

FARAWAY PLACES

The Navy's film unit is a small team of cameramen who often long for the opportunity to be "where the news is."

Much of the Navy's drama is in faraway places, where it would be impossible to rush a cameraman. There may also be instances of an on-the-spot lack of appreciation of the visual possibilities.

This "Scran Bag" — only the second one to have been produced — will help to stimulate thought in the Service on the great screen possibilities for morale and recruitment.

It will never be easy for serving officers, with many other

problems and responsibilities, to remember picture needs, but successful results are well worth a bit of regular brain-washing.

WITH HUMOUR

"Scran Bag '68" opens with a face-to-face interview between Admiral Le Fanu and Richard Baker, who puts some of the questions that many serving personnel would like to ask. Though serious in content, the interview is not without touches of Le Fanu humour.

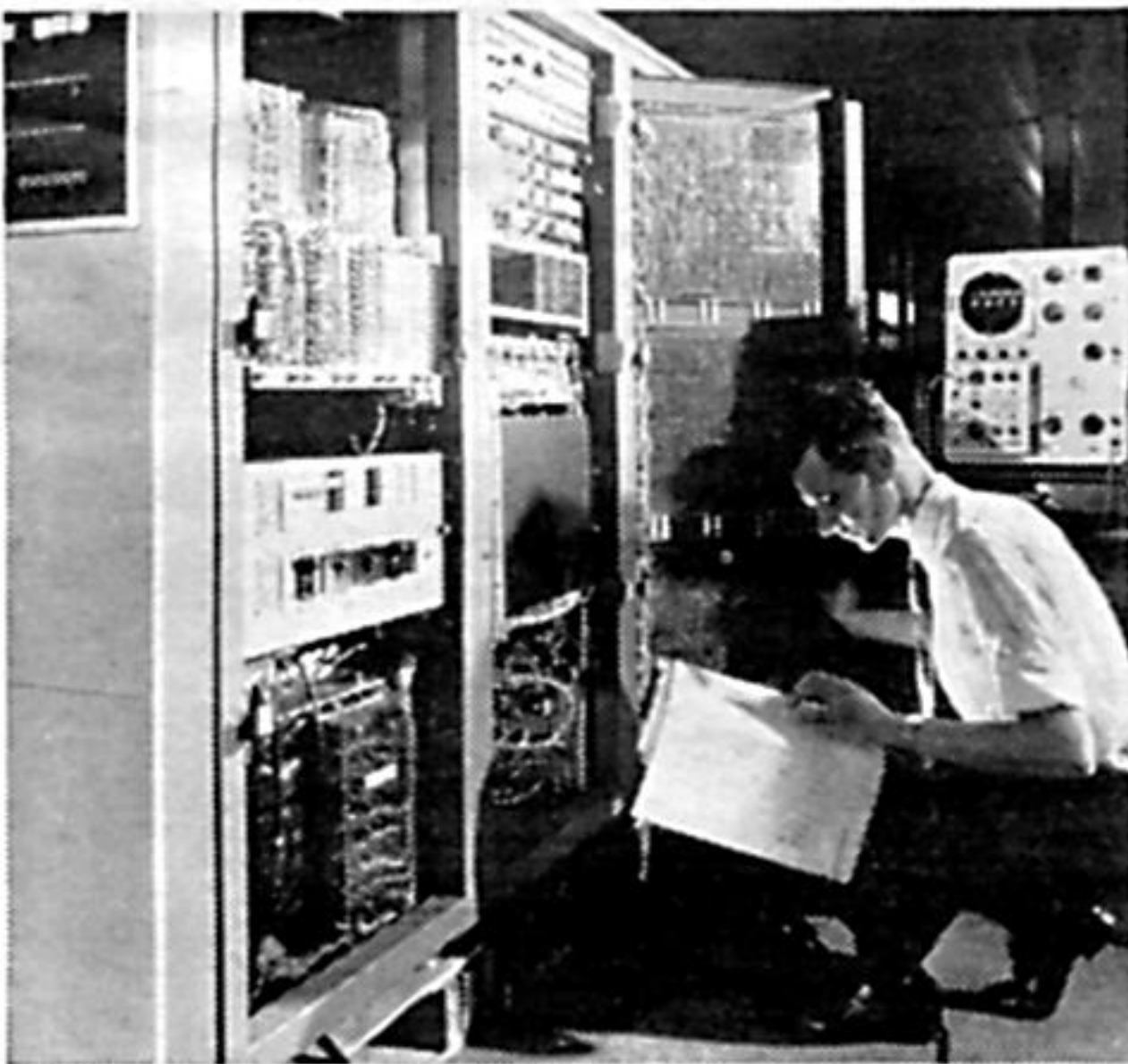
In the pictorial record which follows, some excellent launching shots are a reminder of the brand-new navy which is coming along in the new construction.

Going to the aid of a ship in distress, and the prompt and splendid assistance to victims of a Sicilian earthquake, gave an indication of the more exciting aspects of the Navy's peaceful role.

In no way pretentious, the film derives a sincerity from its modesty, and will give pleasure to its naval audiences as well as interest to young men who would like to know more of the possibilities of a career in the Service.

If the film were viewed from the point of view of hard professionalism, it would not be difficult to criticize — but the criticism would have to be fairly widely shared.

—W.W.



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Whoosh!

PORTSMOUTH COMMAND WIN SKI CHAMPIONSHIPS

(By JIM GRAY)

In glorious sunshine, with Ben Nevis casting a benign eye over the whole proceedings, the Royal Navy inter-Command annual ski championships proved an idyllic two-day event at Glencoe this year.

Portsmouth Command won the overall championship from points gained by winning the giant slalom contest on the first day and being runners-up in the slalom on the second day.

Second were the Royal Marines and third, Scottish Command.

Individual champion was AB Harry King, of Portsmouth Command, who won both the giant slalom and slalom competitions. This was his third consecutive championship. Marine Tony Brock, Royal Marines, was second, and Lieut. D. Johnson, captain of Portsmouth Command, third.

Seven teams

Seven teams took part, with 44 competitors from Portsmouth, Plymouth, Scotland, R.N.A.C., Royal Marines, Royal Naval Reserve and Royal Marine Reserve. The 3,600ft. mountain — Mealla Bhuidh or "Hill of the Roaring" — was devoid of snow on its lower slopes, but the top 1,300ft. provided extremely fast skiing with hard-packed snow.

In the giant slalom event, the Royal Marine Reserve and Plymouth were respectively second and third behind Portsmouth Command. The contest

consisted of 32 gates and a vertical drop of 900ft.

AB King's time of 63.4 seconds was nearly ten seconds faster than his team captain, Lieut. D. Johnson, who was second. Captain Alistair McNab, Royal Marine Reserve, was a splendid third in 75 seconds.

On the second day, the Royal Marines found their form and beat Portsmouth into second place in the slalom event, which consisted of 40 gates and a vertical drop of 500ft. A gallant third was the little-fancied Scottish Command.

AB King was the winner again in this event, but he beat a wonderfully-stylish Marine Tony Brock by only a fraction of a second. Hot on their heels was Captain J. Milne-Hume, of the Royal Marines, third.

The prizes were presented by the president of the R.N. Ski Club, Rear-Admiral D. A. Dunbar-Nasmith. Also present was the Flag Officer Scotland and Northern Ireland, Vice-Admiral I. L. M. McGeoch, and Brigadier N. S. E. Maude, Royal Marines.

THE DAY OF THE FLYING MATELOT

He's the champ — AB Harry King, of Portsmouth Command, seen in action here, took the individual championship for the third consecutive time.

He won both the giant slalom and the slalom events, the first by nearly 10 seconds and the other by a fraction of a second.

Another glider for club at 'Lossie'

By adding a T49 Capstan trainer to its fleet of gliders, the Fulmar Gliding Club, R.N. Air Station Lossiemouth, now reckons itself to be the best equipped in the Navy.

But the purchase of the trainer from the Surrey and Hants Gliding Club at Lasham presented a major problem — how to transport the glider from Hampshire to the club's headquarters at Milltown airfield, five miles S.E. of Lossiemouth.

There was no suitable aircraft available for air tow, and the club was faced with a 1,200-mile "there and back" road journey.

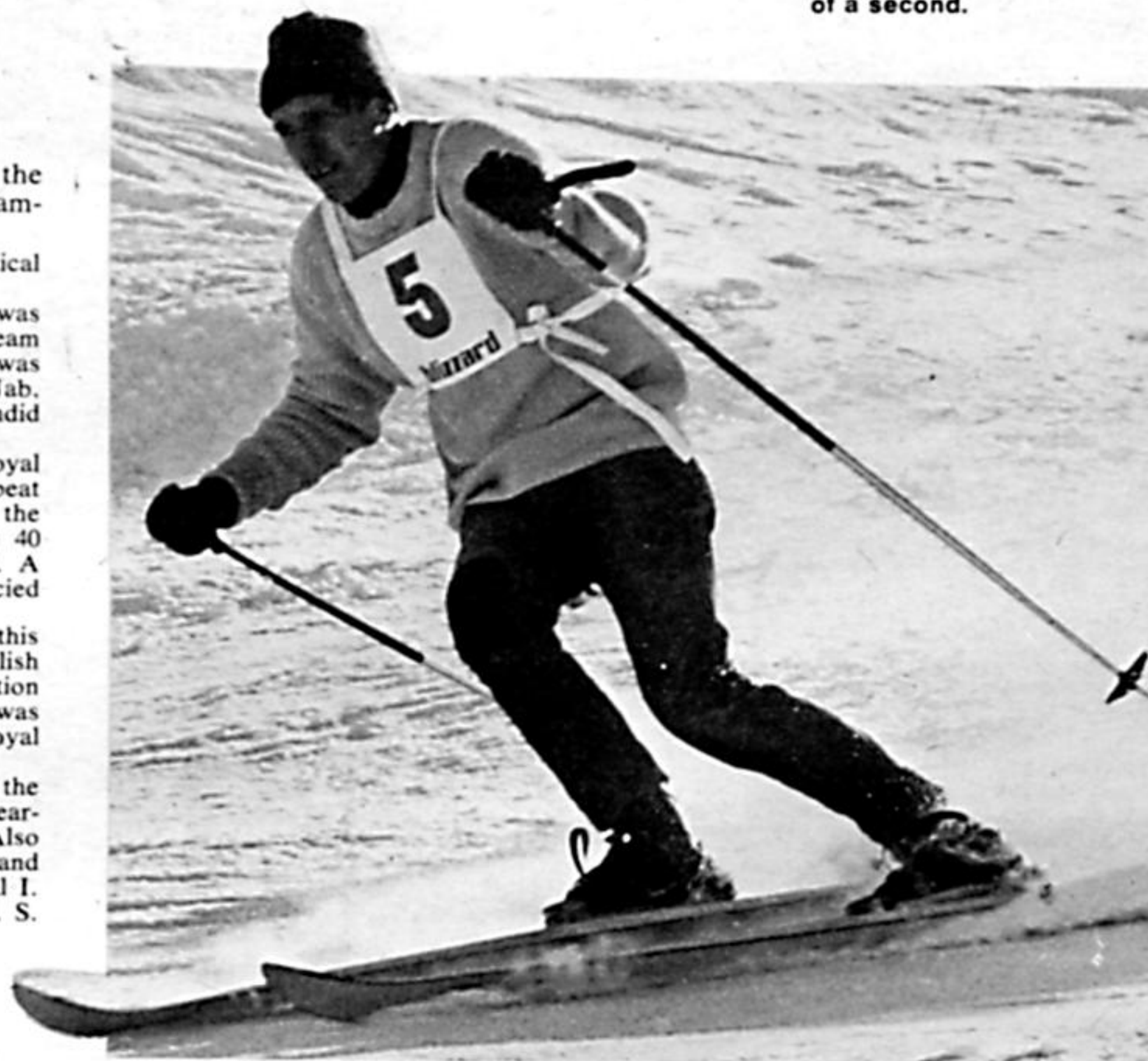
With a 35-ton lorry, a glider trailer, and good advice from Fulmar's M.T. section, Lieut.-Cdr. Tony Wray and Naval Airman John Kinch set out from Lossiemouth. Arriving near Lasham in the middle of the night, it took two hours to find the entrance!

SOON IN SERVICE

The return trip was made by Lieut. John McKenna and Naval Airman Kinch.

The glider, delivered on a Monday, was in service the following Saturday.

With a regular membership of about 30, the Fulmar Gliding Club is now looking for new members to share the excellent facilities.



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TIGHTS FOR WARMTH

There were blushes for Sergt. Raymond "Ginger" Leaver, of the Royal Marine Reserve team, when he ended up in hospital after falling and dislocating his shoulder.

For Sergt. Leaver has discovered that the best way of keeping out the cold is by borrowing his wife's tights — and he was wearing a pair.

Going metric

At the annual meeting of the Combined Services A.A.A., all three Services agreed to comply with the new A.A.A. policy on metric distances for track events, commencing with the 1969 Inter-Service championships.

The Royal Navy A.A.A. had previously agreed at the annual meeting of the General Committee that, subject to this decision being reached by the Combined Services, metric distances would be used in all Royal Navy athletic championships this year.

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So close to beating Army

The Royal Navy, in one of the first of the Inter-Service championships, reached great heights. In holding the Army to a 1-1 draw the Navy lads played their hearts out and were most unfortunate in not registering a glorious victory.

After only six minutes, Crawford, the Navy left-back, drove the ball fast and sure from the edge of the penalty area, to notch a great goal.

This was a great fillip to the Navy XI which, at this time, was really on top, every man giving his utmost. The Army people said that throughout the season they had never met such tenacious or ever-running players.

Active and urgent running was the required theme, for it was appreciated that there was possibly a shortage of skills compared with the Army.

SKILFUL SIDE

Actually the Army squad is assembled as early as October and, with a strong and lengthy fixture list, it is bound to develop into a powerful and skilful side.

Anyway, at half-time, the Navy held their one-nil advantage, and resumed the second half with abundant enthusiasm, but inevitably the strain of so much hard work was telling.

Who's for tennis?

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If so, why not ask your Divisional Officer how you can become a seating steward at this

Inter-Services women's hockey

The Inter-Services Women's hockey cup was retained by the R.A.F. for the ninth successive year as a result of the matches held at R.A.F. Coltishall on March 5, 6 and 7.

The R.A.F. won both their matches, with the Royal Navy and the Army managing a one-all draw.

SOCCER NOTES BY BENBOW

Nevertheless, the Army found they could not penetrate the Navy defence, although territorially they had most of the game.

It was only a minute before the final whistle that a cruel blow fell to the Navy, when the referee deemed that the Navy right back had, handled in the penalty area, Morton, the Army team captain, equalized from the spot kick.

DISAPPOINTMENT

Many expressed disappointment that really against the run of the play the Army was able to snatch a draw.

One gratifying thing in these days of so much football controversy was the fact that the Navy team took the referee's decision without showing dissent or complaint.

The Navy team coach, C.P.O. Jim Coates, is to be congratulated on welding such a good squad; his tactics and instructions to the Navy side were most valuable.

The Navy team was: Rogers, Weston, Crawford, Wilson,

Godwin, Wassell, Insull, Barlow, Dixon, Lindsay, and Pugh-sley.

While the whole team played well, the outstanding man was the nippy Pughsley.

Malcolmson, the regular centre-forward, was unavailable because of injury. Weston, Wilson, Insull, Barlow, Dixon, and Lindsay were all new Navy caps.

Third place

The R.A.F. v. Navy match on March 26 resulted in a 4-2 victory for the R.A.F. This result left the Navy in third place in the championship behind the Army and R.A.F.

The Navy scorers were Crawford and Pughsley.

A hectic month for boxers

Cpl John Laing (R.M. Bks) survived several "haymakers" in the first round of his match with LEM Austin Gill (R.N. Bks), but went on to outpoint him in the second and third rounds to retain his middleweight belt.

BOXING NOTES BY PUNCHER

The Inter-Command team championship was won by the Royal Marines with 27 points. Second was Portsmouth Command with 20 points. Plymouth scored six points and Air five.

CLOSE CONTEST

The Royal Navy had seven contestants in the C.S.B.A. championships, but only three won their matches and go forward to the A.B.A. quarter-finals — Combined Services versus Wales — a match which will take place in R.N. Barracks, Portsmouth, on April 3.

After a close contest R. Stafford (fly) lost on a majority decision to A. Gove (Army). R. Adam (light welter) had an unhappy match with W. Hearne (Army), losing on points, after being dropped once in the first round, twice in the second and three times in the third.

A Navy bright hope, S. Cleaver (welter), in his first senior season, lost on a majority

decision to English international Colin Booth (Army).

GREAT SPIRIT

W. Gray (middle) showed tremendous spirit in his bout with the Army man, P. Lloyd, who won on points.

The three to go to the national quarter-finals against the Welsh champions are George Harris (heavy), who obtained a majority decision over R. Clifton (Army); Tony Oxley (bantam), the referee stopping the contest with M. Gregory (Army), in the third round; and Dave Burton, who won his match with C. Cunningham (Army) very easily.

In a special contest, Bill Newton, the Royal Marine light heavyweight, whose broken thumb kept him out of the Navy championships and so out of the C.S.B.A. event, brilliantly beat D. Scott (R.A.F.), the Scottish light heavyweight champion, on points.

NAVY LED BUT THEN A 'BUMP'

In a hard, fast and open game at Aldershot on March 24 the Navy lost 2-3 to the Army after leading 2-1 a quarter of an hour from the end.

This was the first of the Services hockey games of the season and the man of the match was the Navy centre-forward Cook, who scored the second half goals which put the Navy ahead.

It looked as though the Navy were near one of their rare wins

HOCKEY NOTES BY MEREDITH

against the Army, but two momentary hesitations in defence, two accurate shots and the chance had gone for another year.

The Army began with great confidence, but one goal was all they could muster by half time.

In the second half, Navy set up good attacks and suddenly the game had turned completely with Cook's two fine goals.

But from this high peak the Navy fell with a bump and the Army raised their game to score twice.

Cook's bag for the season is now over 70 goals, for his club, Northern, for Lancashire, the new county champions, and for the Navy.

The Navy's other recent games have produced a "mixed bag" of results. Against Brooklands they lost 0-1 and, next day, playing Bowdon they won 3-0.

The match against Old Kingstonians resulted in a 1-1 draw.

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ERRATIC BUT ABLE

The Navy have won the Services rugby championship outright only three times since the war — in 1951, 1961 and 1966 — and shared it with another Service in 1948, 1954 and 1956.

This year we cannot win it but can share it with the Army, who beat the R.A.F. and drew with the Navy, if we also beat the R.A.F. on March 29.

The Navy's form has been slightly erratic this season (writes Nimrod) but the ability to beat the R.A.F. is undoubtedly there. Yet in the three matches played since the Army game, the Navy team has not shown that essential determination to win which is required at Twickenham.

Admittedly, the team has had to endure last-minute changes which can upset the cohesion of the side and also they have been facing strong opposition.

VARISITY MATCH

Against Cambridge University, in the first match ever played between the Royal Navy and the University, an unlucky mis-kick by our full back gave away five valuable points.

At Bedford the team showed that they could score tries but

lost the game against a weaker side by giving away three penalty goals and a silly try.

At Newport, on a sodden pitch in pouring rain, the pack played well in the first half and held the opposition, but weak defence allowed Newport the drive through in the second half to win 15-3.

The backs had little chance to show their paces, but Chris Tuffley at full back played a steady game and kicked a penalty goal.

SILLY PENALTIES

It is very noticeable how Navy teams at all levels spoil their chances by giving away too many penalty kicks.

There are two main faults: ignorance of the laws and lack of self-control. Both can be cured by study, coaching and practice, and all players should make determined effort not to get offside or handle in the scrum or obstruct or infringe in silly avoidable ways.

Learn the laws and school yourself to play to them and you will beat all opposition.

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BEA

Not all in the record books

Leaving the Service this month after 35 years "man and boy" is Lieut. Alexander David Seymour Goldsack, a Special Duties List officer of the Physical Training specialization.

Lieut. Goldsack, who has qualified himself academically by his own efforts within the Service, is hoping to join the scholastic profession, teaching juniors, and is to enter a teachers' training college shortly. Alex Goldsack claims that he is not really qualified to appear in Navy News as "Sportsman of the Month," but notations in the record books are not the sole criterion for a sportsman.

We have all met the "sportsman" whose ability has gone to his head — thank goodness they are few in the Royal Navy.

Always willing

Lieut. Goldsack is, however, a true sportsman — always ready to "make one," to coach and to train, and to show by example and precept that the game itself is the thing that matters. If one's side can win, then this is a bonus.

Joining the Service in H.M.S. St. Vincent at Gosport as a Boy Seaman Second Class in May, 1934, this establishment has featured on two other important dates in Lieut. Goldsack's career.

He was serving in H.M.S. St. Vincent when he took the most important step — promotion to Boatswain (PT). He was also serving in the same establishment during its final run-down, taking part in the paying-off divisions on December 8, 1968.

Advanced to seaman petty officer when he was just over 21, Alex Goldsack qualified as a physical training instructor at Portsmouth in 1944 when Capt. R. C. Harry was director.

In all his ships he played the various sports — cricket, soccer, hockey, netball, badminton, squash — representing his ship and the commands at nearly every sport. Not quite up to

SPORTSMAN OF THE MONTH



Lieut. Goldsack

Navy standards, his all-round zeal was, nevertheless, more than adequate at command level.

Cricket is, perhaps, his greatest love, but he is also a qualified referee in soccer, boxing and water polo.

The one game in which he has never participated is Rugby football.

"You can't play soccer, hockey, netball and Rugby in the same season — something has to go," he says.

In his young days he was more than a little useful in the boxing ring, but he gave up this sport when he returned from Freetown in 1946.

Saw Bismarck

In a full and happy Service career which embraced hundreds of sporting and other events, Lieut. Goldsack says that apart from the emotive occasions in H.M.S. St. Vincent, only two things stand out in his mind.

He was serving in H.M.S. King George V and saw the Bismarck burning from stem to stern.

The other occasion was the plugging of the sea wall defences around Kent and the Thames Estuary in January, 1953.

For ten hours a day for a fortnight he helped to fill and hump thousands of sandbags to plug the gap.

SWIMMER OPENS £300,000 CENTRE ON CLYDE

The sportsdrome superb

Scottish international and Olympic swimmer Bobby McGregor discusses facilities at the new sportsdrome with Capt. J. D. E. Fieldhouse, captain of the 10th Submarine Squadron.

SPORTING ROUND-UP

Scottish Select team — the strongest team that Scotland could produce.

The Navy has always had good potential at water polo, but never before had the authorities been able to get the best team together.

On this occasion, Lieut. G. Steele, of H.M.S. Hardy, also a Great Britain player, flew from Gibraltar to take part in the game.

CLOSENESS

The score, 6—5, reflects the closeness of the match.

Good goalkeeping by CPO Reg Camm, with Lieut. Steele turning half chances into goals, excellent captaincy by PO Hayes, and strong support from the team, "made" this match.

On March 22 the Navy team competed at Heston (Middlesex) for the Heston S.C. water polo trophy. Eight teams took part and the Royal Navy finished in third place, taking the plate.

Winners were the 1956 Great Britain Olympic team, with Maindee, a Welsh side, second.

The next Navy match will be on April 19 in H.M.S. Caledonia against Scotland, Scottish Universities and, possibly, Ireland.

Shooting-champs.

The inter-command small-bore rifle match, shot under postal conditions, was won by the holders, Portsmouth Command A, with a total of 3,878 points out of a possible 4,000.

Other scores were: Naval Air Command A 3,856, Plymouth Command 3,829, Portsmouth Command B 3,800, Naval Air Command B 3,758.

The Navy were winners of the 1969 women's inter-Service Rifle Championships, held at Uxbridge.

The Navy scored 1,896, out of a maximum of 2,000. Second were the R.A.F. with 1,893, and third the Army with 1,719.

The Navy lost their women's match against the Civil Service Ladies, held at H.M.S. Daedalus. The score was Navy 1,915, Civil Service Ladies 1,944.

The Navy women beat Mrs. Tuck's representative Hampshire team by 951 points to 943.

FIXTURES

APRIL

9 — Hockey: R.N. v. R.A.F., Eastney.
10, 11 and 12 — Tetrathlon: R.N. Tetrathlon, Portsmouth area.
11 — W.R.N.S. golf: Spring meeting, Worpleston.
16 — Fencing: R.N. and W.R.N.S. v. Civil Service, Monck Street, London, S.W.1.
19 — Golf: R.N.G.S. v. Stoke Poges, Stoke Poges.
22-24 — Golf: Inter-Command match play championships, Trevoise.
26 — Cricket: R.N.C.C. v. Charterhouse, Godalming.
Golf: R.N. v. Cornwall, Trevoise.
Riding: R.N. Hunt Cup, South Devon Point-to-Point.

MAY

3 — Fencing: R.N. and W.R.N.S. v. Welsh A.F.A., Cardiff.
5-9 — Fencing: R.N. championships, Portsmouth.
Golf: R.N.G.S. v. Aero G.S., Temple G.C., Hurley.
9 — Diving: R.N. and W.R.N.S. Inter-Command championships, Victoria Park, Portsmouth.
10 — Athletics: R.N. Chichester to Portsmouth race.
Cricket: R.N.C.C. v. Nautical College, Pangbourne.
Cycling: Inter-Service, R.N. and Inter-Command 25-mile time trial, Thraxton.
Riding: Windsor Horse Show, R.N. team entered.

CROSS-COUNTRY GOOD SHOW

The Navy put up a good show in the inter-service cross-country championships, held at H.M.S. Dryad, and were second to the Army, who retained the King George V Challenge Cup.

Placings: 1. Army, 28 points; 2. Royal Navy, 53; 3. R.A.F., 99.

In the individual competition, POREL D. McFadzean, of the Navy, clocked 30min. 23sec. to take fourth place. In sixth place was CPO J. Clare, of the Navy, with 30min. 43sec.

In a cross-country event at H.M.S. Dryad on March 15, Combined Services were placed third behind the English Cross-Country Union and the British Universities Sports Federation.

Hat trick

Three victories in ten days — that was the record of R.N. Air Station Lossiemouth's cross-country team.

After winning the Naval Air Command championships at Lee-on-Solent, the team went on to beat ten other Navy teams from Scotland and Rosyth the following week.

The hat trick was completed by victory in the Northern Counties senior event at Inverness.



CPO J. Clare is congratulated by the Commander-in-Chief, Portsmouth, Admiral Sir John Frewen, after winning in the Navy inter-command cross-country championships at H.M.S. Dryad.



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